The SIGNALMAN'S Journal

Signalman Sam

Railroads try cost cutting by removing interlockings and replacing them with Stop signs. Attempts to remove any signal system and reduce safety are being protested by the Brotherhood of Railroad Signalmen (see story on page 8).

April 1978

123
JOHN A STRUBLE HON
PO BOX 152
SCOTTVILLE MICH 49454

Beware: don't accept a substitute!

Substitutes can cause lots of problems, and there are substitutes for almost everything — even Gate Mechanisms.

Many people talk about gate mechanisms, similar to the type "S", but beware of substitutes.

The Safetran 'S' Gate meets

ALL

AAR SPECIFICATIONS

The model 'S' Gate is the first choice of the Railroad Industry. It has a proven record of reliability and low maintenance dating back almost thirty years. Don't accept any substitute when you want the best gate — specify 'S' Gate.

See Section 2-G-1 of your Safetran Catalog — or write:

MEMBER RPI RAILWAY PROGRESS INSTITUTE

Safetran Systems Corporation

7721 National Turnpike • Louisville, KY 40214 • (502) 361-1691

TWX 810 - 535-3325

H7090-3 2-77

Volume 59 No. 3 April 1978

The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

ROBERT W. McKNIGHT
Editor & Manager
601 West Golf Road
Mount Prospect, Illinois 60056
312-439-3732

POSTMASTERS' NOTE: Please report all undeliverable magazines to The Signalman's Journal, 601 W. Golf Rd., Mt. Prospect, IL 60056 on Form 3579. Subscription rates: $5 per year. Single Copy 50¢.

ADDRESS CHANGE: BofRS members or other subscribers should promptly advise the editorial office, 601 W. Golf Rd., Mt. Prospect, IL 60056 if this magazine is coming incorrectly addressed or if they change their address. Please allow six weeks for change of address to take effect.

The Signalman's Journal is printed monthly (except for bimonthly issues January/February and July/August) at 213 W. Madison St., Waterloo, WI 53594 by the Brotherhood of Railroad Signalmen. Second class postage paid at Mount Prospect, Illinois and additional mailing offices. Publication No. 496180.

Copyright© 1978 Brotherhood of Railroad Signalmen

4 Signalman's Store
5 News
8 Signalmen are ever alert to signal changes
16 Social Security law changes affect retirement
18 Personal Aids & News: How to use time effectively
24 General Committee News
36 Local Lodge News
43 Obituaries
44 News About Members
48 Signalman's Worksheet: Relay interlocking
49 News from Canada: ARU signs memorandum
53 FELA attorneys listed
54 Bates' Commentary: Safe operations demand signals

GRAND LODGE DIRECTORY

R.T. BATES, **President,** 601 W. Golf Rd., Mt. Prospect, IL 60056
W.D. BEST, **Secretary-Treasurer,** 601 W. Golf Rd., Mt. Prospect, IL 60056
JESSE CLARK, **President Emeritus,** 908 S. Park Dr., Terre Haute, IN 47802

VICE-PRESIDENTS

W.W. ALTUS, Jr., 220 S. State St., Chicago, IL 60604 312-939-7140
J.T. BASS, Suite 520, 1780 S. Bellaire, Denver, CO 80222 303-759-5944
C.S. CHANDLER, P.O. Box 677, Eddyville, KY 42038 502-388-2492
M.B. FRYE, 601 W. Golf Rd., Mt. Prospect, IL 60056
W.B. HARWELL, Jr., 601 W. Golf Rd., Mt. Prospect, IL 60056
J.E. PLATT, Suite 323, 1396 Ste. Catherine St. W., Montreal, Que. H3G 1P9 514-861-3712
J.W. WALSH, Suite 800, 400 First St., NW, Washington, DC 20001 202-628-5935

BOARD OF TRUSTEES

B.E. BRITCHER, **Chairman,** #3 Bldg., Suite 334, 2001 N. Front St., Harrisburg, PA 17102
G.A. HARRINGTON, **Secretary,** P.O. Box 489, Cheraw, SC 29520
A.G. CUNNINGHAM, **Member,** Suite 323, 1396 Ste. Catherine St. W., Montreal, Que. H3G 1P9 514-861-9959

GRAND LODGE REPRESENTATIVES

W.W. LAUER, 601 W.Golf Rd., Mt. Prospect, IL 60056
R.R. MITCHELL, Rm. 607, 191 Lombard Ave., Winnipeg, Man. R3B 0X1 204-943-0252

DIRECTOR OF RESEARCH

J.E. HANSEN, 601 W. Golf Rd., Mt. Prospect, IL 60056

Signalman's Store

ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$1.50	
Coasters:	black and gold		.20	
	red and green		.25	
Playing Card Decks			3.00	
Golf Caps:	__ Red __ Bk __ Wh __ Sm __ M __ Lg		4.50	
Signalman's Training Course	8-Volume Set		18.00	
	Volume 1		2.50	
	Volume 2		2.50	
	Volume 3		2.50	
	Volume 4		2.50	
	Volume 5		2.50	
	Volume 6		2.50	
	Volume 7		2.50	
	Volume 8		2.50	
Decals:	3-inch		.15	
	4-inch		.15	
Lapel Pin:	colorlight signal		1.50	
	BofRS		2.00	
Windbreakers	Small		12.00	
	Medium		12.00	
	Large		12.00	
History of the BofRS			9.95	
Master Nat'l. Agreement Bk.			7.95	
General Chairman and Local Chairman's Manual			3.00	
TOTAL AMOUNT ENCLOSED				

Minimum order accepted is $5.00

Make check or money order payable to:
BROTHERHOOD OF RAILROAD SIGNALMEN

Send payment and order to:
BROTHERHOOD OF RAILROAD SIGNALMEN
601 West Golf Road
Mount Prospect, Illinois 60056

NAME _____

LOCAL NO. _____

ADDRESS _____

CITY _____

STATE (PROVINCE) _____

ZIP CODE _____

CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem come in black and gold or in red, white and green; 3-inch diameter.

PLAYING CARDS with BofRS emblem are now available. These high quality cards come in the conventional bridge decks, including jokers. Cards and emblems are in color.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers the following subjects:

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets. The windbreaker is machine or hand washable in warm water.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 23 sections are:

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement

News

P&W employees extend a helping hand in the snow

Employees of the Providence & Worcester, many of whom are represented by the Brotherhood of Railroad Signalmen, made the extra effort in the recent snow storm in Rhode Island to help the citizens. P&W borrowed passenger cars from Amtrak, and employees rescued people stranded along Interstate 95 and took them into railroad stations in Pawtucket and Providence. Also, P&W and its employees provided ambulance service by transporting people into local hospitals. "They did everything in their power to help get people to the train stations in their local cities," reports BofRS Vice President Joseph W. Walsh.

And the frosting on the cake, so to speak, in addition to the thanks of the many people they helped and from P&W President Robert Eder, J. Joseph Garrahy, Rhode Island's governor, sent P&W a most appreciative thank-you letter for a job well done.

State of Rhode Island and Providence Plantations
EXECUTIVE CHAMBER, PROVIDENCE

J. Joseph Garrahy
Governor

February 21, 1978

Providence and Worcester Company,
One Depot Square
Woonsocket, Rhode Island 02895

Gentlemen:

I wish to take this opportunity to express, on behalf of all of the people of the State of Rhode Island, our sincere appreciation for the effort made by your railroad operating employees during the recent blizzard which struck Rhode Island.

It has been brought to my attention that your company's train crews rescued several stranded motorists along interstate Route 95 in Pawtucket and Providence and took them by train to Union Station in Providence. Included among the persons so rescued was an elderly woman who might otherwise not have survived her plight.

I am also aware that Providence and Worcester Company trains served as an ambulance service transporting people to and from Pawtucket Memorial Hospital and that although Providence and Worcester Company is a freight railroad, it acquired passenger cars and shuttled stranded persons from Union Station in downtown Providence to points north of Providence, including Woonsocket, Rhode Island and Worcester, Massachusetts.

For all these efforts I am most grateful to your Company and to your many employees for the service which they performed in that emergency situation.

Warm regards.

Sincerely,

J. Joseph Garrahy
GOVERNOR

Adams named chairman of retirement board.

President Carter's appointment of William P. Adams as the at-large member of the U.S. Railroad Retirement Board for a five-year term has been confirmed by the Senate. The three-member Board, which is headquartered in Chicago, administers the $4 billion-a-year Federal retirement-survivor and unemployment-sickness systems for the nation's railroaders. Adams succeeds James L. Cowen.

Adams served for almost 20 years, from 1955 to 1974, as assistant counsel in the Office of the Legislative Counsel of the House of Representatives. Concurrently, he rendered drafting and other legal assistance on transportation matters to the Committee on Interstate and Foreign Commerce, which has jurisdiction over legislation affecting the railroad retirement system. In 1974, he was appointed transportation counsel for that Committee and served in that capacity for two years. Born in Danville, Illinois in 1926. Adams received his Bachelor of Arts degree from Michigan State University in 1949 and his Juris Doctor degree from Georgetown University Law Center in 1953.

AFL-CIO convention passes signal resolutions

At last winter's 12th annual AFL-CIO convention, two resolutions of interest to signalmen were passed. One dealt with violations of the Signal Inspection Act, and the other with rail-highway grade crossing safety. Here are the resolutions:

Violations of the Signal Inspection Act

WHEREAS, The Signal Inspection Act (49 U.S.C. 26) provides that any carrier failing to comply with federal regulations shall be liable to a penalty of $250 for each violation, and $250 for each and every day such violation continues, and

WHEREAS, Evidence of record supports the conclusion that there are numerous instances where federal violations are forgiven, either in whole or in part, by Federal Railroad Administration personnel who

have no authority to do so, and

WHEREAS, It is further apparent that such unlawful authority has served to ridicule and undermine the regulations to the extent that some carriers mock certain regulations, with the realization that compliance officers will not cite them out of frustration; therefore, be it

RESOLVED: That the delegates here assembled, go on record as denouncing the willful acquiescence by the Federal Railroad Administration of these unlawful violations of federal statutes and that the agency get its house in order.

Rail-Highway Grade Crossing Regulations

WHEREAS, The Congress of the United States has declared Railroad-Highway Grade Crossing Safety to be a national policy, and

WHEREAS, The Congress has authorized federal funds be allocated for grade crossing warning systems, and

WHEREAS, The peoples of this nation should be assured that the funds expended for these projects will provide fail safe operation, and

WHEREAS, Railroad employees and the entire traveling public are critically exposed to instant death or serious injuries if the systems malfunction, and

WHEREAS, There are numerous instances of record where such malfunctions have been attributed to inadequate or improper maintenance, inspection, or testing, and

WHEREAS, The means for providing that such malfunctions will be minimal if federal regulations are enacted and enforced, and

WHEREAS, Such regulations have been jointly proposed and petitioned to the Federal Railroad Administration for rulemaking by a joint labor management committee without being either timely progressed or lawfully handled; therefore, be it

RESOLVED: That the delegates here assembled, go on record as favoring legislation and more effective enforcement of regulations for the maintenance, inspection, and testing of railroad-highway grade crossing warning systems.

Railroads have the attention of Congress

By Michael Marsh

Various issues important to railroaders are drawing current attention in Congress—though it's by no means certain that the legislators will make final decisions on any of them this session. These issues, among others, include coal slurry pipelines, more government advances to Conrail, and the level of funding for Amtrak.

Coal slurry pipeline backers took heart when they won a necessary first step in Congress. That came in February when the House Interior Committee, by 30 to 13, reported out a pipeline bill, but with several restrictive amendments.

The coal slurry interests want to build costly pipelines that would carry powdered coal many hundreds of miles in a watery "slurry." This would take away part of the profitable coal traffic now carried by railroads. Even more, the slurry pipelines would snatch from the railroads much of the great expected increase in coal haulage, especially western coal.

The railroads have refused to let the slurry interests build their pipelines across railroad rights of way—which has stymied most of them up to now. So the slurry interests are pushing legislation in Congress to grant them the right of "eminent domain," forcing the railroads to let them cross.

Rail unions and the railroads are fighting this legislation—and so are western public officials and environmentalists. The latter fear especially that the slurry pipelines, with their enormous usage of water, would deplete the sparse water supplies in western states.

The House bill has been modified to take some account of this objection. As approved by the Interior Committee, it provides that no slurry pipeline will be approved until after a study by the U.S. Geological Survey of the adverse impact on local water supplies.

Another amendment would give states veto power over withdrawal of scarce water resources for the slurry projects. Also, the measure still must clear the House Public Works Committee, and possibly the House Interstate Commerce Committee, so many snags could still arise for the pipeline legislation.

In addition, two recent reports cast grave doubt on the claims made to justify the slurry pipelines. A Department of Transportation task force, headed by Assistant Secretary Chester Davenport, found that the slurry pipelines "are likely to play only a minor role in the transportation of coal through 1985."

The task force report, "Transporting the Nation's Coal—A Preliminary Assessment," concluded that most of the two-thirds increase in coal shipments by 1985 will move by rail.

The DOT task force found that "the various studies that have been made of slurry pipelines provide conflicting and, in some instances, misleading data or statements regarding the strengths and weaknesses of the mode" and these studies "typically fail to answer clearly crucial questions." One of these unanswered questions, the report noted, "concerns the availability and cost of water."

More devastating to the slurry interests was an article in Forbes, a leading financial magazine, dated March 6, 1978. This article began as follows: "Wrapping itself in the banner of free competition, a powerful special interest group is close to persuading Congress, in effect, to confiscate the property rights of its competitors."

This referred to the slurry pipeline bill and its grant of "eminent domain" over railroad rights of way. "This seemingly obscure bill," Forbes wrote, "could very well end

(Please turn to page 20)

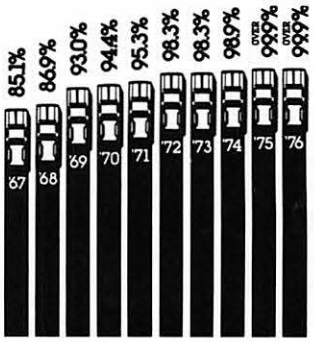
THERE ISN'T ONE GOOD REASON FOR BUYING A TOUGH CHEVY VAN.

SO HOW ABOUT 12?

We can go on and on about our tough Chevy Vans. And the features that help make them ideal for business or personal use. But we'll stop with an even dozen. And let you discover even more reasons to buy when you see and drive a Chevy Van. At your dealer now.

CHEVY TRUCKS

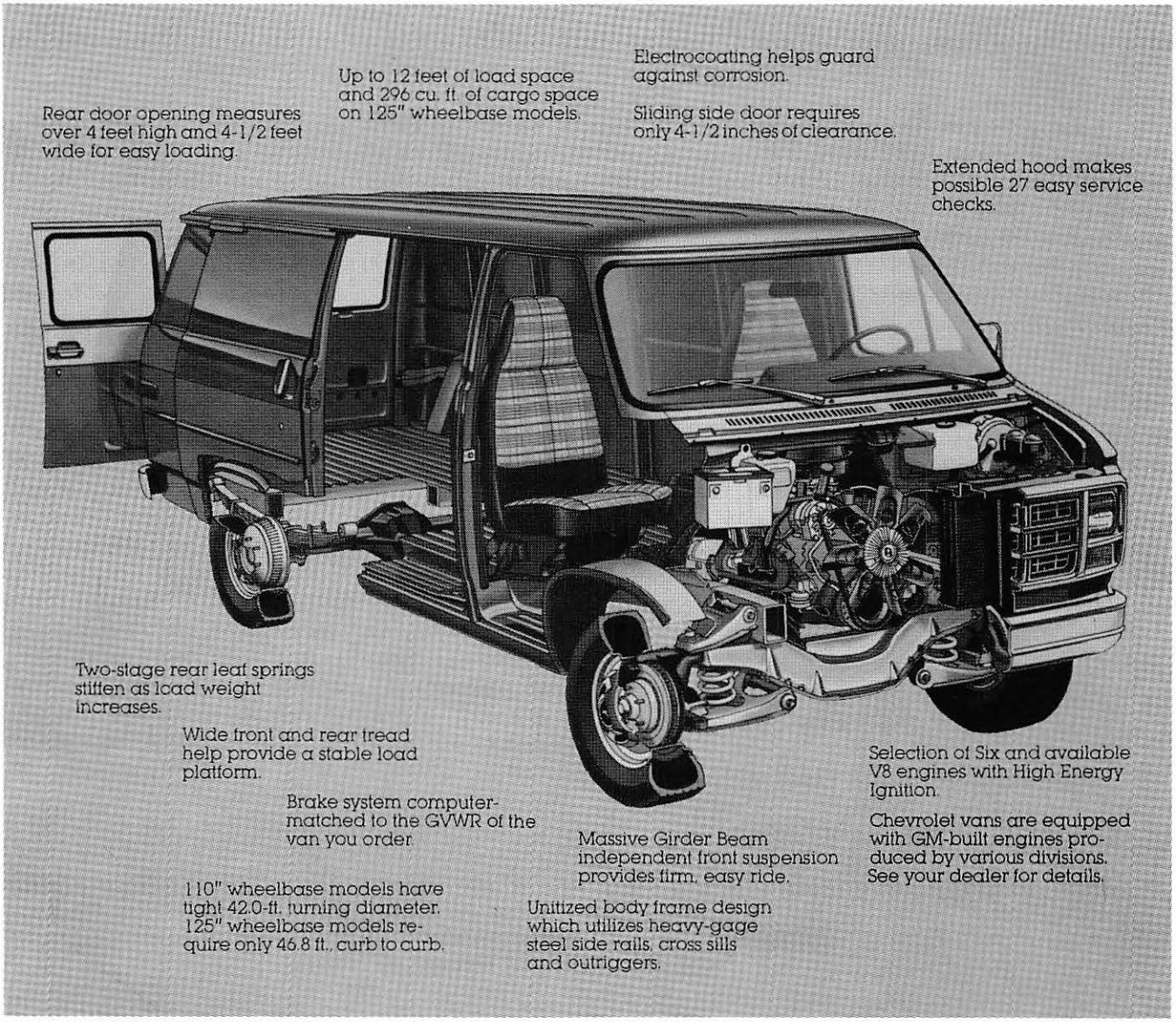
BUILT TO STAY TOUGH



R. L. Polk & Co., July 1, 1976
1977 statistics not available

Built to last. Look at the record.

95.7% of all Chevy trucks, in the ten most recent years recorded, were still on the job. This is based on the latest available industry model year registration statistics through July 1, 1976.


Rear door opening measures over 4 feet high and 4-1/2 feet wide for easy loading.
Up to 12 feet of load space and 296 cu. ft. of cargo space on 125" wheelbase models.
Electrocoating helps guard against corrosion.
Sliding side door requires only 4-1/2 inches of clearance.
Extended hood makes possible 27 easy service checks.
Two-stage rear leaf springs stiffen as load weight increases.
Wide front and rear tread help provide a stable load platform.
Brake system computer-matched to the GVWR of the van you order.
110" wheelbase models have tight 42.0-ft. turning diameter. 125" wheelbase models require only 46.8 ft., curb to curb.
Massive Girder Beam independent front suspension provides firm, easy ride.
Unitized body frame design which utilizes heavy-gage steel side rails, cross sills and outriggers.
Selection of Six and available V8 engines with High Energy Ignition.
Chevrolet vans are equipped with GM-built engines produced by various divisions. See your dealer for details.

Signaling and Safety:

BofRS is alert to changes

Over the years the Brotherhood of Railroad Signalmen have been acutely aware of the applications of railroads in the United States to modify their signal systems. Through applications to the Federal Railroad Administration, known as BS-Ap's, the carriers make their intentions known. Often these applications are for improvements, such as to install centralized traffic control systems, replace mechanical interlockings with automatic or remotely controlled relay plants. These the BofRS can support.

However, some railroads are always looking for ways to save money via the route of removing signal systems. The Brotherhood has been on guard for many years, and often the protest of the Signalmen has been the key factor in FRA denying an application to remove a signal system.

Below are some case histories of a few of the more interesting, typical and some important applications that have been denied by FRA acting in agreement with protests by the Brotherhood. As you will note, they range from small to medium size signal systems, such as an interlocking, to several miles of block signaling.

Thanks are extended to members in the field, local and general chairmen who have supplied the necessary information to make valuable contributions to the protests.

BS-Ap-No. 1291: Illinois Central Gulf seeks to remove an automatic interlocking where Jacksonville and Peoria Districts lines cross at Delavan, IL. ICG would install a manually operated gate, normally lined against the Jacksonville District line.

BofRS protest: Five daily trains are operated on the Peoria District. The gate would be lined so they could cross the Jacksonville District line without stopping. Danger lurks on those occasions at least once daily when a Jacksonville District train uses the crossing. Peoria District trains normally expect to go through the crossing without stopping, but the unexpected happens, another train is on the crossing. No doubt, bulletins will inform all crews of the conditions but will they obey. An interlocking provides positive indications, there is no guesswork. Additionally, the interlocking has approach signals to give advance information as to the condition of the crossing. No such advance information is provided by a manually operated gate.

FRA decision: The application is denied because the Railroad Safety Board finds the volume of traffic and the limited preview of the crossing requires the interlocking to maintain safety of train operations.

BS-Ap-No. 1267: Boston & Maine wanted to retire automatic block signaling on some 40 miles of line between White River Jct., VT and Woodsville, NH, and to operate trains by timetable and train orders.

BofRS protest: This section of the B&M is an important link for CP Rail from Canada to New England and New York. At the north end of the line, B&M interchanges traffic with CP Rail at Wells River, VT. CP Rail is handling about 4,000 carloads of newsprint annually over this line to New York City via the B&M connection.

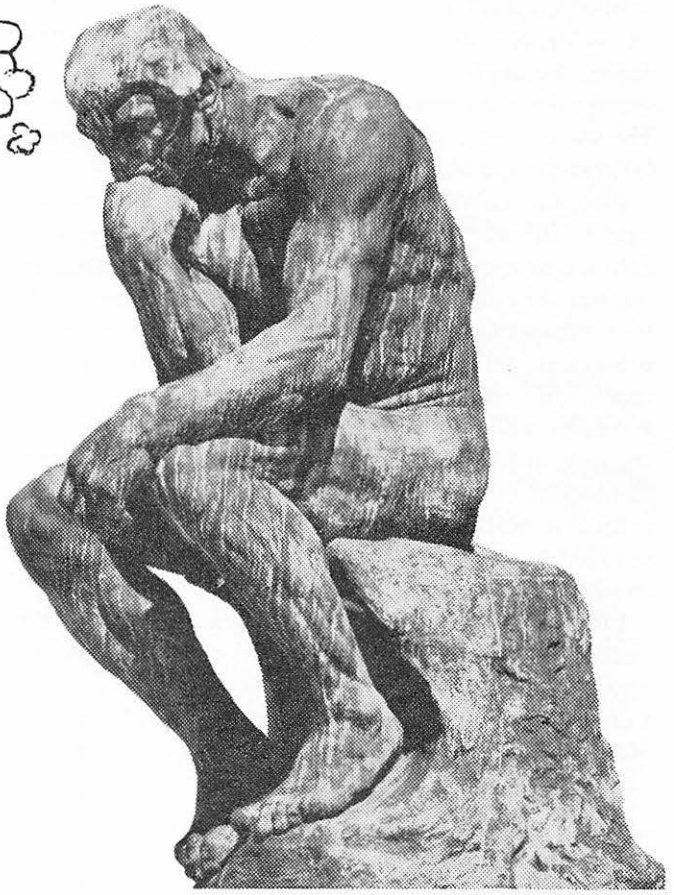
"Approximately 70 to 80 percent of the traffic interchanged by CP Rail and B&M is southbound traffic delivered to B&M. This traffic consists largely of Canadian newsprint, woodpulp and lumber. The principal commodities in northbound service over this route are high rated manufactured goods originated in southern and mid New England.

"It can be seen therefore, that the CP Rail line south from the Canadian border to Wells River, VT connecting with B&M's Connecticut River line to and from points in New England and on the Atlantic seaboard is an important and efficient rail route which should be preserved as a part of any interstate rail network for this region," stated C. C. Watson, general manager freight sales, CP Rail, at an Interstate Commerce Commission hearing.

Additionally, safety will be reduced without signaling because there will be no way to detect presence of trains, broken rails or open switches. The Railroad Safety Board recently used these same points in denying the Rock Island permission to remove automatic block signaling on 121 miles of line in Iowa.

Maintaining safety or improving it should be everyone's goal when making signal changes

Hmmm, I think I'll get Mom something nice with the union label for Mother's Day.



If union sons and daughters don't look for the union label, who will?

International Ladies' Garment Workers' Union.
Union Label Department, 22 W. 38th Street, New York, New York 10018

FRA decision: The application was denied. The Railroad Safety Board finds that the removal of the signal system would reduce safety and protection around the 20 main track switches. Also, broken rails and trains would not be detected without the signal system.

BS-Ap-No. 1227: Galveston, Houston & Henderson and Southern Pacific desire to remove an automatic interlocking at a crossing of single track lines in Galveston, TX. They propose to install Stop signs on each side of the crossing on each railroad.

BofRS protest: Removal of the interlocking will definitely reduce the safety of operations. As supporting evidence, reference is made to two decisions by the Railroad Safety Board in very similar applications, BS-Ap-Nos. 1145 and 1196 where railroads sought to remove interlockings at crossings and replace the protective signal system with Stop signs. In both cases, RSB denied the applications on the grounds that removal of the signal system would reduce safety of train operations. The same logic and safety considerations apply to this GH&H-SP application.

Also, the railroads contend that high vandalism plus light traffic warrant removal of the interlocking. Vandalism is no excuse for removal of a signal system. In fact, the signaling is more essential than ever to indicate to train crews that it is safe to move, especially with the protection afforded by track circuits. None of this protection would be afforded by Stop signs.

Additionally, with all trains required to stop at the crossing, nearby highway-railroad grade crossings might be blocked for a considerable period of time. Delays to vehicular traffic might be critical when emergency vehicles, such as fire trucks or ambulances, need the crossings when answering calls.

FRA decision: Railroad Safety Board finds that the traffic is considerably more than was stated in the application and believes that safety of train operations would be reduced if the interlocking were replaced with Stop signs. Therefore, the application has been denied.

BS-Ap-No. 1242: Rock Island seeks to discontinue automatic block signaling on 121 miles of line between Cedar Rapids and Manly, IA.

BofRS protest: While present traffic consists of two through freight trains, plus extras, the outlook in the next few years has potential for growth. Normal growth of the population will see rail traffic increase considerably by the 1980's. Also, the State of Iowa has begun an extensive program for rehabilitation of branch lines which might well increase traffic on this line. Also, this Manly-Cedar Rapids line is a shortcut for traffic moving south from the Twin Cities towards Burlington, IA. Traffic moving over the Manly-Cedar Rapids line saves some 120 miles distance as compared to being routed via Des Moines. The saving in fuel is considerable, hence the ecological impact on the environment is less when traffic is routed via the Manly-Cedar Rapids line.

Present through trains on this line average 60 cars. The potential catastrophic derailments would be greatly increased if the signal system were removed. The following factors influence safety on this line:

— Rolling terrain with many curves on the line which often limit sight distances to one-fourth mile or less. Trees near the right-of-way also limit sight distances.

— Experience over the last 30 months shows broken rails averaging at least one per month. All such breaks caused signals to be set at their Stop aspects.

— Vandalism to track or switches causing signals to display red aspects.

— Cars fouling the main track causing signals to display red aspects.

In several instances, trains were delayed because of these red signals, but better that there were delays rather than derailments due to trains running into broken rails, open switches or cars fouling the main track.

On one section of the line, broken rails averaged two per week during the winter months when the temperature was below 10 degrees F.

In one broken rail incident in 1975, a 60-car freight train was delayed while the rail was repaired. Eighteen inches of the rail broke off, so that a derailment would have occurred if the train had encountered it. Fortunately, the signal system displayed Stop aspects and the train was stopped before it got to the broken rail. To add to the potentially hazardous situation, the rail break was in a curve at the bottom of a hill.

Savings estimated to accrue by removal of the signal system just do not stand up. One derailment could wipe out any such savings for years to come. The present signal system is in good operating condition and meets all the requirements of FRA's 49USC26 Rules, Standards & Instructions for Railroad Signal Systems.

Removal of the signal system would reduce safety of operations and needlessly endanger train crews, maintenance-of-way personnel and signalmen working on the line.

Note: The railroad did plan to keep rail-highway grade crossing warning systems in service.

FRA decision: The Railroad Safety Board denied the application on the grounds that the safety of train operations will be reduced with the removal of the signal system.

BS-Ap-No. 1205: At a Hialeah, FL crossing of two single-track lines of the Seaboard Coast Line and the Florida East Coast, the railroads propose to remove an interlocking and replace it with crossing gates set normally clear for FEC.

BofRS protest: To support this protest, a ruling in a Missouri Pacific-Southern application at Memphis, TN

Power for crossing protection? No contest.

Protection of the public at railroad highway crossings demands a reliable source of power. Incomparable McGraw-Edison nickel-cadmium batteries should be your first choice for a number of reasons.

Batteries that live to a ripe old age return your investment time and time again. Depending on application, a McGraw-Edison nickel-cadmium battery can last up to 40 years.

And our no-contest batteries beat lead-acid cells cold! Nickel-cadmium batteries are not subject to bursting from sub-zero temperatures, regardless of state of charge. Hot weather performance is also exceptional. Nickel-cadmium batteries can be exposed to a temperature of 115F without loss of expected service life.

Even if our no-contest batteries stand idle for long periods, they show remarkably little discharge. They can be stored indefinitely without permanent damage.

Low maintenance, too!

Unlike lead-acid batteries, nickel-cadmium cells require no periodic equalizing charges. With proper charging regulation, they'll only need water once every few years.

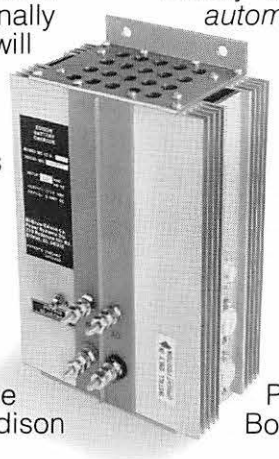
Another plus: nickel-cadmium batteries are not harmed internally by shorting or reversing. Nor will they lose capacity when reverse voltage is applied.

Compare!

Nickel-cadmium batteries are long lasting, require little maintenance and perform under the worst temperature conditions. Compare these features with those of lead-acid batteries.

Master Chargers.

The best batteries deserve the best chargers. McGraw-Edison chargers — available in nine models with outputs from 1.5 to 40 amps — literally sense the condition of the battery and load, and adjust output *automatically*. This prevents overcharge on both your battery and electric bill. Newest addition to our charger line is the remarkably easy-to-install, easy-to-adjust Model BC12-6A (pictured), for use on nominal 12 volt systems requiring 6 amp outputs.



Edison batteries and chargers are now products of McGraw-Edison Company, Power Systems Division, P.O. Box 28, Bloomfield, NJ 07003.

McGRAW-EDISON

The no-contest stand-by system.

was cited. In that case, MP and SOU sought to replace signals and electrically locked derails with manually operated gates at a crossing of the two roads. The Safety Board ruled that "the application was denied on the grounds that the proposed installation of a manually operated gate in lieu of the existing signal and electric locked derail arrangement would reduce the present protection and safety."

Further evidence to support our contention that removal of the automatic interlocking would reduce safety is the decision by the RSB in BS-Ap-No. 959 by the same two railroads, namely SCL and FEC. RSB "denied the joint application on the ground that existing protection and safety would be reduced by the proposed modifications."

In BS-Ap-No. 1205, the railroads would reduce safety even further by installing only Stop signs, relying on train crews to provide the safety. Additionally, with all trains required to stop at the crossing, nearby highway-grade crossings might be blocked for a considerable time. Delays to emergency vehicles would be critical if they needed the crossings for answering calls.

The signaling is more essential than ever to indicate to train crews that it is safe to move, especially with the protection afforded by track circuits. None of the protection would be afforded by Stop signs.

FRA decision: The Safety Board denied the joint application. It found that FEC trains would approach the crossing not expecting to stop. Therefore, safety of train operations would be impaired.

BS-Ap-No. 1196: Texas & Pacific and Illinois Central Gulf sought to remove an automatic interlocking at a crossing of single-track lines in Shreveport, LA. They wanted to install stop signs on each road on each side of the crossing:.

BofRS protest: Main argument was that removing the interlocking would remove the protection afforded by signals to give advance information to train crews and the protection afforded by track circuits. Also, with trains stopping at the crossing, nearby highway grade crossings might be blocked which might impede emergency vehicles answering calls, as well as cause traffic tieups. Stop signs would provide none of the protection afforded by signals.

FRA decision: Railroad Safety Board denied the joint application "on the grounds that the proposed discontinuance of the automatic interlocking and installation of Stop signs on each side of the crossing would reduce the existing protection and safety of train operation. Also, RSB denied a petition by T&P and ICG for reconsideration.

BS-Ap-No. 1157: Illinois Central Gulf sought to discontinue automatic block signaling on about 130 miles of line between Clark and Rock Creek Jct., MO.

BofRS protest: Even present day traffic of four freight trains daily in each direction, plus three daily locals operating over portions of the line do not warrant removal of a signal system that is performing its function of providing safe operation of trains. Additionally, according to FRA zone maps, the line handles 3 million gross ton miles per mile of freight traffic.

This is an important link for ICG to Kansas City, MO which should make ICG competitive with Missouri Pacific, Norfolk & Western and Rock Island to the Kansas City gateway. There is no reason to suppose that future traffic will be any less, and if economic predictions become a reality, there will be a growth of railroad traffic for many years to come.

It certainly does not make good, safe operating sense to remove good, workable signal systems, such as ICG proposes to do on this line. The present signal system not only provides protection against broken rails and switches not properly lined, but serves to prevent opposing trains from colliding and following trains from running into each other.

Such protection is not afforded in timetable and train order territory without signaling. In December 1975, two ICG freight trains were involved in a head-on collision at Coahoma, MS. They were operating in single-track territory without the safety provided by automatic block signaling.

FRA decision: The Railroad Safety Board has denied the application on the grounds that the proposed discontinuance of the automatic block signal system would reduce the existing protection and safety of train operation.

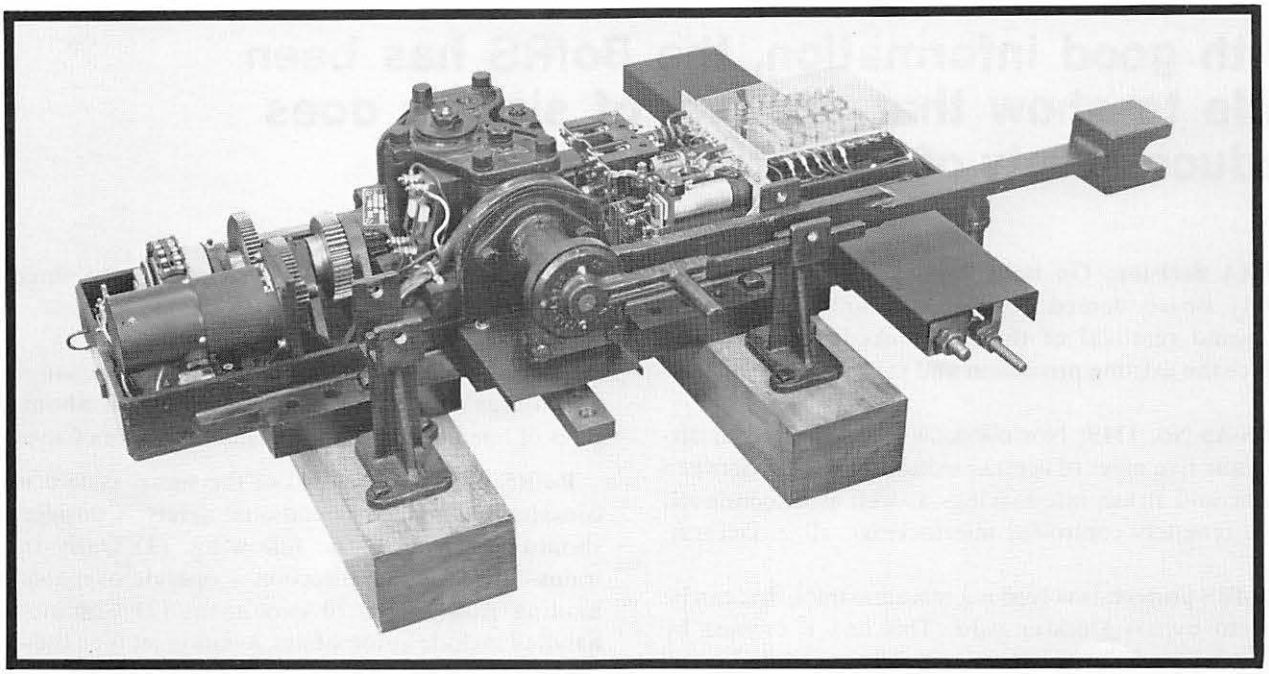
BS-Ap-Nos. 1127 & 1128: Illinois Central Gulf crosses the Mississippi River at Louisiana, MO and on the west side of the river ICG crosses the Burlington Northern. Applications sought to remove derails at each end of ICG's river drawbridge and one derail on far side of the BN crossing (on ICG track).

BRS protest: Derails 6 and 8 on the ICG protect trains approaching the drawspan over the Mississippi River. It is inconceivable that the carrier desires to remove this last protection for trains that may run by home signals governing movements over this drawspan. When the derails are in the derailing position, any ICG train passing a restrictive home signal would be derailed and therefore stop short of the open drawspan. Without derails, a train would have a "smooth" run into the Mississippi River.

ICG states in its reason for removing the derails protecting the drawspan: "Possibility of derailment creates a serious personal injury and property damage hazard to the petitioner's employees and equipment." Injury to its employees, according to ICG, must be far worse than death by drowning in the river. Here is a straight-out trading of human life for derailment costs.

GRS MODEL 55 ELECTRIC SWITCH MACHINES

MAKE YOUR JOB EASIER



3683

Timesaving features of GRS Model 55 electric switch machines make installation, maintenance, and troubleshooting easier. These features include:

LIGHTWEIGHT — 50% to 60% lighter than most mainline switch machines; easier to handle during installation.

READILY ACCESSIBLE PARTS — Removable deep-sided cover exposes internal assemblies. Unit construction of these assemblies—motor, intermediate gear train, clutch, main gear and shaft, point detector, and biased-neutral controller—facilitates inspection, maintenance, and troubleshooting.

EASY LUBRICATION — Readily accessible pressure grease fittings make lubrication quick and easy. Internal sealed bearings in the motor, and sealed roller and ball bearings and oilite bushings in the gear train require no lubrication.

REPLACEABLE WEAR PLATES — One-piece, box-style wear plates on the throw bar, lock bar, and detector bar are replaced by simply sliding them off.

For more information about GRS Model 55 electric switch machines, write for a copy of Catalog 85-2.

GRS

GENERAL RAILWAY SIGNAL

A UNIT OF GENERAL SIGNAL

BOX 600 ROCHESTER NEW YORK 14602

With good information, the BofRS has been able to show that removal of signals does reduce safety of operations

FRA decision: On both applications, the Railroad Safety Board denied them on the grounds that the proposed removal of the interlocked derails would reduce the existing protection and safety.

BS-Ap-No. 1119: Norfolk & Western desired to discontinue five miles of centralized traffic control between Wabic and Brush interlockings as well as discontinued three remotely controlled interlockings, all in Decatur, IL.

BofRS protest: Involved is a mainline track that can be used to bypass Decatur yard. This line is crossed by industrial tracks at the three remotely controlled interlockings. A minimum of 50 switching moves are made monthly on these industrial tracks. At present, all moves are protected by signaling. If the application is approved, there would be a considerable reduction in safety to train crews and lading because no signal protection would be provided for either switching moves or any through train moves. And the latter is what can be most dangerous if no signal system were in service.

Removal of electric locks on hand-throw switches at two of the remote interlockings, for example, could produce an accident-prone situation. The infrequent move is required, so a dispatcher sends a freight train down this little-used main, not realizing that a switch engine is at one of the crossings and the potential for an accident is all too clear. No locks, no signals and a switch run leaves a car or two on the main while servicing an industrial plant. One can easily see that safety is sacrificed for savings of a few maintenance dollars. Additionally, removal of the present signaling and electric locks would make it less safe for operation of more than one switch engine in the area.

With the potential for run-through and unit coal trains— and N&W is noted for the latter— this little-used main track could become a highly valuable one in the near future. The cost to maintain the existing signaling is small indeed compared to the cost of an accident.

FRA decision: The Railroad Safety Board has denied the application on the grounds that the proposed discontinuance of the traffic control system would reduce the existing protection and safety due to the present traffic pattern with cross movements at the three remotely controlled interlockings.

BS-Ap-No. 1091: St. Louis-San Francisco sought to discontinue automatic block signaling on about 100 miles of line between Sapulpa and Oklahoma City, OK.

BofRS protest: Removal of the signal system would considerably reduce operational safety. Consideration should be given to the following: (1) Daily freight trains— two in each direction— operate over this line, hauling from 30 to 70 cars each; (2) Commodities handled include automobiles, aviation jet fuel, diesel oil, explosives, wheat, scrap metal, foodstuffs and general merchandise; (3) Considerable curvature of line makes sight distances fair at best.

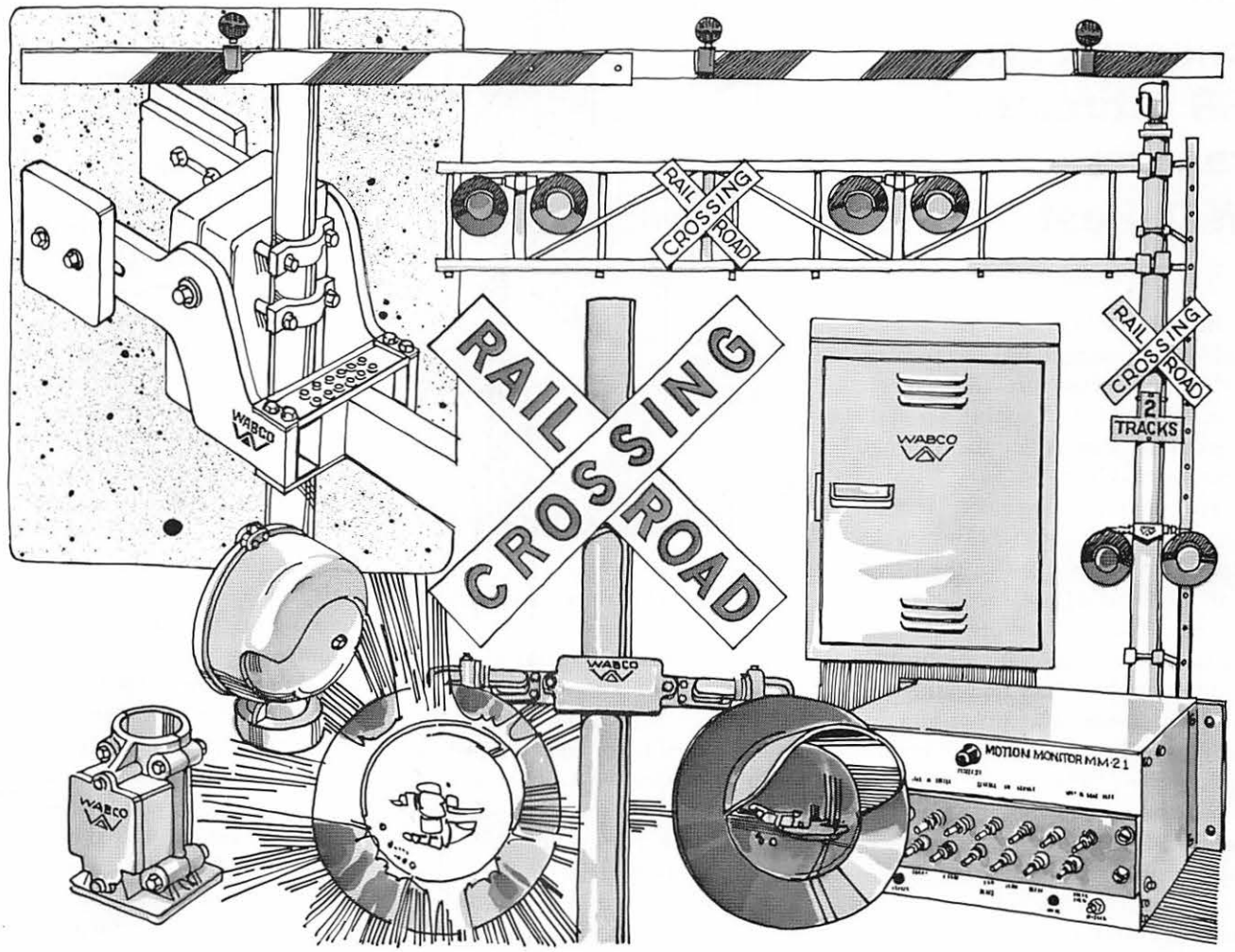
With the traffic, commodities hauled, and short tangent track sections, the danger of trains running into improperly aligned siding or industry track switches is great without signal protection. Explosives are hauled over this line to Fort Sill, OK, and there is the possibility of a train hauling explosives, jet fuel, diesel oil or propane, traveling over this line and coming around a curve onto an open switch. The resulting derailment could be a major disaster, not only for the train crew, but for people in the immediate and surrounding area. Towns are spaced along this line at 5 to 10 mile intervals.

The present automatic block signals provide broken rail protection against improperly aligned switches and occupancy by trains, engines or cars. Although maximum speed in the territory is 55 mph, timetable speeds are 45 and 50 mph for many sections of the line.

Also to be considered is that two of the daily freight trains meet on the line, thus block signals provide protection for this meeting operation. Additionally, a tri-weekly local operates over the line which meets with some of the daily freight trains.

FRA decision: The Railroad Safety Board denied the application on the grounds that the proposed discontinuance of the signaling system would reduce the safety of operation due to the present traffic pattern, speed, numerous curves, grades and loss of track motor car protection. RSB also denied the carriers request for reconsideration.

WABCO's Hardware Store
for grade crossing warning equipment.



Model 75 gate mechanisms.

A new but "proven in service" mechanism. Extruded aluminum gate arms are light and adjustable from 17′ to 40′. "Break-away" feature for gate arms makes replacement easy and economical; gate arm light and wiring harness are individually plug-connected. Adaptable to handle wood gate arms up to 44′ long.

Flashing light units.

Both 8⅝" and 12" units have long-range, high-intensity Lexan® roundels. Aluminum housing for light-weight installation and low-cost maintenance.

Grade crossing controls.

Automatic control equipment includes a complete range of train detection equipment including motion monitors. Equipment cases can be prewired for quick installation. Standard control logic is available to operate flashing light signals with or without gates.

Grade crossing cantilevers.

All-aluminum construction provides excellent corrosion resistance, long life and easy assembly and installation. Ladder and walk-way allow easy access to signals. Available in lengths of 10′ to 40′ in two-foot increments.

Accessories.

We stock all accessories required for a complete installation. These include: cases, grade crossing signs, signals, masts, junction box bases, and bells. All parts are designed and constructed for rugged service.

Whether you're designing a new system or upgrading your present system, think WABCO. Your hardware store for grade crossing warning equipment.

WABCO

An **American-Standard** Company

WABCO Railway Products Group
Union Switch & Signal Division
Westinghouse Air Brake Company
Swissvale, PA 15218

Gentlemen:
Please send me more information on grade crossing warning equipment.

Name

Title

Railroad

Address

City State Zip

The WABCO Railway Products Group is Union Switch & Signal Division, Westinghouse Air Brake Division, WABCO Ltd., Cardwell Westinghouse Company, Fresinbra Industrial S.A. In transportation, WABCO is also 17 European operations and licensees and agents throughout the world.

WUH-7801

From the Secretary-Treasurer's Office

Soc. Sec. law changes affect RR retirement, reports W.D. Best

Because of laws coordinating the railroad retirement and social security system, certain provisions of the recently enacted social security legislation also affect the railroad retirement system.

The 1977 social security amendments (Public Law 95-216) were designed primarily to solve the financial problems of the social security system. The cost-savings changes included revising the method of computing benefits, increasing retirement taxes, and providing for reductions in the benefits of certain spouses and widow(er)s who also receive public pensions. On the other hand, the amount of earnings a beneficiary can receive without loss of benefits was increased and further increases were made in the benefits of individuals who postpone retirement or lose benefits because of working.

The following questions and answers give some background information as well as illustrate how these amendments affect the railroad retirement system.

(1) Does the change in the social security benefit formula affect the two-tier railroad retirement annuity formula?

Yes. The tier I portion of railroad retirement and survivor annuities is computed in generally the same way as a social security benefit, but is based on combined railroad retirement and social security credits. Since the tier II portion of survivor annuities is generally 30% of the tier I amount, the change in the social security formula affects both tiers of survivor annuities.

(2) Why was the social security formula revised?

The new formula gradually reduces benefits for future retireees which otherwise would have led to the bankruptcy of the social security system. The reason is that the previous formula reflected the effect of both rising wages and cost-of-living increases. Eventually, this doubling of the effects of inflation could have yielded future social security benefits at least equal to a worker's final salary.

Under the change, the initial amount of benefits will provide a constant replacement ratio of an employee's final taxable pay. However, once an individual becomes eligible for benefits, he or she will receive all cost-of-living increases thereafter.

Benefits for those who become eligible (age 62, disability, or, for survivors, and employee's death) after 1978 will be based on indexed earnings rather than an employee's actual earnings. The indexing procedure involves increasing past earnings up to the second year before eligibility, to allow for general increases in the level of earnings. The above changes apply equally to the tier I benefits of railroad employees and their families.

(3) What changes are made in delayed retirement credits?

Under previous law, an employee could increase his or her social security benefit (or railroad retirement tier I benefit) by delaying retirement or working after age 65. The amount of the increase was 1 percent for each year retirement was postponed or in which benefits were not paid after age 65, until age 72. Beginning in 1979, delayed retirement credits become available to those who retire on the basis of age before age 65 if benefits are not paid after age 65 because of work deductions. Furthermore, for individuals attaining age 65 after 1981, the amendments increase the delayed retirement credit from 1% to 3% for each 12 months in which benefits are not paid, either because of postponement of retirement or because of excess post-retirement earnings.

Also, an employee's delayed retirement credits are passed on to the widow(er) after the employee's death. Effective June 1978, the annuities of such widow(er)s on the Board's rolls will be increased for delayed retirement credits.

(4) Will railroad spouse and widow(er)'s annuities be reduced for civil service and other public pensions now that social security benefits are being reduced for public pensions?

Yes. But for the most part, annuity reductions for public pensions do not apply to individuals retiring in the next 5 years. Non-dependent husbands and widowers who apply for annuities in December 1977 or later will be subject to such reductions. However, annuitants on the rolls as of November 1977 continue to receive their annuities without any reduction for public pensions. Nor does the reduction apply to wives, widows, dependent husbands and dependent widowers who are now

eligible, or become eligible, for public pensions or civil service pensions before December 1982, regardless of when they begin receiving railroad retirement or social security spouse or widow(er)'s benefits.

(5) Does this annuity reduction apply for state and local public pensions as well as Federal civil service pensions?

Yes. The spouse and widow(er) annuity reduction for civil service or public pensions applies for any retirement benefit based on an individual's own public service for the Federal Government, for a state, or for any political subdivision of a state. The annuity offset would thus apply for Federal civil service pensions, pensions to state and city employees, and fire, police, and teacher pensions.

(6) Do the earnings restrictions, that some annuitants are subject to, change in 1978?

Yes. Those railroad retirement annuitants subject to earnings restrictions (generally, retired employees and spouses who are also qualified for social security benefits and almost all survivor annuitants) can earn more before work deductions are made in 1978. Annuitants age 65 or over can earn $4,000 in 1978 before work deductions are made; for annuitants under age 65, earnings of $3,240 in 1978 are allowed before deductions are made. In 1977, earnings over $3,000 could cause a reduction in benefits.

For annuitants over age 65, the annual exempt earnings amount increases to $4,500 in 1979, $5,000 in 1980, $5,500 in 1981 and to $6,000 in 1982.

Currently, these earnings restrictions do not apply once an annuitant reaches age 72; beginning in 1982, annuitants become exempt from these earnings restrictions at age 70. Furthermore, unlike the social security restrictions, work deductions with respect to employees generally apply only to a portion of the tier I annuity.

(7) If an annuitant works in only 6 months but earns over the annual limit, do work deductions apply only to benefits for those months?

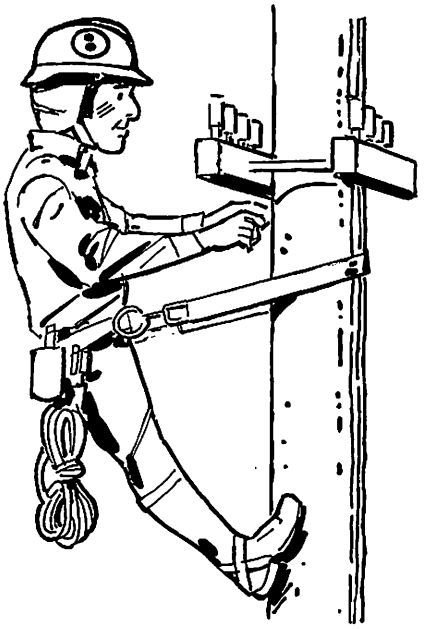
No. Previously, work deductions were made only for months in which earnings were more than one-twelfth of the annual limit ($250 in 1977). Under the new law, once earnings exceed the annual limit, work deductions may be applied to benefits for all months in the year, even if the annuitant didn't work in every month. An exception is made for the first year benefits are payable; for that year, work deductions apply only to months in which earnings are more than one-twelfth of the annual exempt amount.

As under previous law, an annuity reduction of $1 is made for every $2 earned over the annual exempt earnings amount. The special restrictions for disability annuitants were not changed.

(8) Do railroad retirement taxes increase as a result of these amendments?

The regular railroad retirement tax rates for 1978, which apply to earnings up to $1,475 a month, are 6.05% for railroad employees and 15.55% for railroad employers; these are the same taxes scheduled under previous law. However, increases in the railroad retirement tax rate and taxable wage base are scheduled for 1979 and later years, at the same time as social security. For 1979 and 1980, the railroad retirement tax rate is 6.13% for employees and is based on earnings up to $1,908.33 per month for 1979 and $2,158.33 for 1980. Further tax rate increases are scheduled until 1990, when the tax rate for railroad employees becomes 7.65% applicable to an estimated monthly base of $4,225. Railroad employers pay these taxes plus an additional 9.5% tax on a somewhat lower wage base calculated under prior law.

Because both the railroad retirement tax rate and maximum monthly taxable amount are increased, all railroaders will pay higher taxes in future years, but railroad employers and higher salaried railroaders will have the greatest tax increases.



Signalman Sam says: "I'm glad I checked my equipment before climbing this pole. This is not the time to step back to view your work."

For United States residents only:

Allow 6 weeks for change to take effect. Form ML-1 Rev. 6/67

Moving? Let us know!

Please send your new address to:
Brotherhood of Railroad Signalmen,
601 W. Golf Rd., Mt. Prospect, IL 60056

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

Learn to use your time effectively

By **Marion Wells**
Research Director
American Physical Fitness
Research Institute

Sometimes it hangs heavy on your hands, but all too often most of us find it slipping through our fingers. We're apt to waste some of it, then try frantically to squeeze more into what's left. We only have so much of it in life, but none of us knows exactly HOW MUCH till it's gone. We can lose it or save it, but NEVER slow it, stop it or turn it back. WHAT IS IT? It's TIME, and how you use it MATTERS to your own and loved ones' health.

Psychologist James Dobson, Ph.D., writes that in both our cities and rural areas, he has found ". . . extremely busy people running faster and faster down the road to exhaustion." Yes, taking more time for living might give you MORE TIME TO LIVE. California heart specialists Drs. Rosenman and Friedman have pointed to "hurry sickness" as a significant characteristic in their somewhat controversial portrait of the stress-ridden, high cardiac risk "Type A behavior pattern." The combination of "stress and fatigue together can be factors in triggering a heart attack," according to noted high blood pressure authority Frank Finnerty, Jr., M.D.

One wonders how many accidents might have been avoided on the HIGHWAY ALONE if people hadn't been in such a big rush.

His experience in counseling has convinced Dr. Dobson, who is Director of Behavioral Research in the Division of Child Development, Children's Hospital of Los Angeles, that time pressure and fatigue are among the major causes of depression in women. WHY? Dr. Dobson writes that ". . . every obligation which we shirk is a source of guilt. When there are more commitments than we can possibly handle, then self-esteem is further damaged by each failure.

Dobson says the TIME we take to do things WITH our children and listen TO them are ". . . the building blocks of esteem, held together with the mortar of love." Do our children get caught in our time squeeze? Witness this conclusion to a nine-year-old's essay on grandmothers, quoted in Dr. Dobson's latest book, WHAT WIVES WISH THEIR HUSBANDS KNEW ABOUT WOMEN (Tyndale House Publishers, Inc., $5.95). "Everybody should try to have a grandmother, especially if you don't have television, because they are the only grown-ups who have time."

How can you stop fighting time and make it work for you? Experts offer the following hints on how to SAVE time and gain precious added hours to INVEST in more meaningful ways.

(1) PLAN YOUR WORK. One top business executive found that ". . . every hour he spent planning saved three to four in execution."

(2) SET PRIORITIES. Which tasks are most important to complete? Which can wait? Are there any which may take care of themselves (such as watering the lawn on a day when rain is expected)?

(3) During which times of the day do you work best? The answer may vary with the individual. Reserve those hours for your most important jobs.

(4) It may help to "Schedule similar tasks together. In tackling kindred jobs one after another, most people hit a pace that knocks off chores in amazingly short order." Can you combine errands to eliminate extra driving time?

(5) Buy clothes and appliances with an eye to timesaving features and maintenance. If a possession starts possessing too much of your time, ask yourself if it's worth keeping.

(6) Dr. Dobson feels some household help for mother should be a serious consideration, particularly in a family with small children. He suggests this might be more financially feasible if you shop around for a mature, competent high schooler.

(7) Why not take along something to read or do while waiting for people or appointments?

(8) Try asking yourself these three questions before taking on any new commitment: "Is it worthy of our time? What will be eliminated if it is added? What will be its impact on our family life?"

Finally, we need to realize that we aren't WASTING time when we slow down to recharge our emotional and physical batteries, enjoy nature or spend time meditating. Since we only have so much time, when it comes to ENJOYING it, there's NO TIME TO LOSE!

How to relax

"After this deadline (or test, or wedding, or holiday shopping) is over, I'm going to have a nervous breakdown. I earned it, I deserve it, and no one is going to deprive me of it."

Have you ever felt this way? The trouble is, your "nervous breakdown" or other tension-related health problem may not wait till it fits conveniently into your schedule. On the other hand, you may SAVE time (and health) by MAKING

TIME FOR BRIEF DAILY PERIODS OF RELAXATION.

The work of Dr. Edmund Jacobson has ". . . provided considerable evidence that many health problems could be lessened—if not completely cured—if the patient could be taught to relax away his nervous tension."

As an adjunct to other treatment, relaxation techniques may reportedly bring benefits in such ailments as insomnia, asthma, high blood pressure, certain colon and stomach problems, neurasthenia, and migraine and tension headaches.

Evidence to date also indicates a relaxed person thinks and works more efficiently and needs stimulants and tranquilizers less. Psychologist Robert Tyson notes that ". . . rest periods pay off in improved production."

Best of all, relaxing needn't take much time. In brief daily pauses, on your break, after work or even while riding the bus, you can try some simple strategies which may help you unwind. Until you start to relax, you may not even realize how tense you were.

Mental, environmental and physical factors can all contribute to stress. In circular fashion, muscular tension and anxiety can aggravate each other, and relieving either one may help alleviate the other, too. Maybe one of these tension-relieving tips can help you.

IMAGINE YOURSELF RELAXING. It can be soothing just to take a few minutes and picture yourself in a setting you find peaceful—a green pasture, a sunny beach, out on a lake. Another trick—recall an old worry that never materialized. Experts say most of what we worry about never happens. Now consider a pleasant prospect that most likely will come to pass.

MUSCLE RELAXATION TECHNIQUE has proved helpful in teaching people to recognize when they are physically "up tight" and then "let go" by relaxing the muscle in various parts of their body. Your local YMCA, YWCA or gym may have instructors who can teach such techniques or direct you elsewhere.

EXERCISE. Dr. Herbert deVries of the University of Southern California reported that "In the last ten years, we have conducted five different studies on young, middle-aged, and older men and women in which appropriate exercise has been shown to improve the ability to relax both immediately and over a sustained period." Why not get into the habit of taking short physical activity breaks, such as brisk walks, each day.

RELAX IN A WAY THAT YOU FIND RELAXING. One man's work may be another's fun. The fictional Tom Sawyer turned this principle to profit when he got his friends to pay him for the chance of white washing Aunt Polly's fence.

Give yourself a change of pace. The famous Dr. Hans Selye says, "In stress research, we have found that, when completion of one particular task becomes impossible . . . a voluntary change of activity is frequently as good as—if not better than—a rest."

LET THE CHILD WITHIN YOU EXPRESS ITSELF. Instead of being a constant prisoner of "should" and "oughts" or worrying about what someone else may think, make time to do a few things which you find fun, be it listening to music, doodling on a pad or enjoying any beauty around you.

The minutes you spend relaxing could give you years of richer life!

Consumer catalog is now available

Have you found yourself thinking: "Boots! How can one family accumulate 17 mismatched galoshes? And if I see one more soggy mitten . . . Come on trees, where are your leaves? I'd sure love to dig in the garden, but it would take a pick-ax. Won't there ever be any signs of spring?"

Well, there is at least one sign of spring. It's the Spring edition of the *Consumer Information Catalog* published by the Consumer Information Center of the General Services Administration. The free *Catalog* lists more than 200 federal consumer publications you can send for on everything from growing tomatoes to fixing your car. And over half of the booklets are free. For your copy of the *Consumer Information Catalog,* send a postcard to the Consumer Information Center, Dept. CAT, Pueblo, Colorado 81009.

Now that you're thinking about spring, how about ordering some booklets on gardening? The *Catalog* lists *Growing Tomatoes in the Home Garden* (074F, 50¢), *Growing Vegetables in Containers* (669F, Free), *Herbs* (670F, Free), *Growing Flowering Perennials* (073F, 50¢), and *Roses for the Home* (093F, 35¢). And even now there are some things you could be doing for *Spring Lawn Care* (674F, Free).

Is your car ready for spring? The *Backyard Mechanic* (001F, $1.25) gives step-by-step instructions for inspecting and maintaining your car. And *Self-Service Gas Up and Go* (086F, 60¢) will help you give your car tender loving care even when you pump the gas yourself.

Maybe you want to do something for your house this spring? *Fixing Up Your Home* (666F, Free) has information on how to get a loan and what you should know about choosing a contractor. *Paint and Painting* (066F, 85¢) tells you how to do the job yourself. And you can even learn *Sixty-Five Ways to Save Natural Gas* (595F, Free).

Is Junior getting toward school age? *When a Child Begins School* (520F, Free) will help both of you prepare for that big day. And if Junior is a bit older, *Employment and Training Programs for Youth* (536F, Free) has some suggestions that will help her or him on the road to independence.

Even if winter still has its teeth into you, don't despair. *The Common Cold: Relief but No Cure* (579F, Free) tells which ingredients in over-the-counter cough, cold, allergy and asthma remedies work. Or how about *Painkillers: Their Uses and Dangers* (663F, Free). Or *Prescription Drugs* (690F, Free) if you are really sick.

North Western-Rock Island

M. B. "Pete" Frye (standing) introduces a move about a discipline case and hearing held before a referee. Shown here (left to right) are: J. D. Boots; G. G. Ruhl; John E. Hansen, BofRS director of research; Henry S. Gerth, general chairman; Frye; Henry J. DePaepe, Jr.; and Keith Van De Walker.

Attending the general committee meeting at Madison, WI shown here (left to right) are: Craig S. Lyrenmann, local chairman, J. C. Gerke, Lodge 9; A. E. Nenn, general secretary; Philip R. Singletary, local chairman, Madison Lodge 39; J. D. Boots, local chairman, Pioneer Lodge 23; G. G. Ruhl, local chairman, Ketterman Lodge 78; and R. E. Hickerson, assistant general chairman, Rock Island.

C&NW-CRI&P general committee trustees audited the financial records of the committee. Shown here (left to right) are: Philip R. Singletary, Chicago & North Western; Henry J. DePaepe, Jr., chairman, C&NW; J. D. Boots, Chicago, Rock Island & Pacific; and A. E. "Barney" Nenn, general secretary.

C&NW-CRI&P meeting has training session

At the Chicago & North Western-Chicago, Rock Island & Pacific general committee meeting, General Chairman Henry S. Gerth reported on activities during the past year. Among the topics presented by Gerth and discussed by members of the committee were claims, grievances, and Railroad Unemployment Insurance Act claims, and Hours of Service claims. Gerth reported that work is progressing on revisions to the C&NW and CRI&P agreements.

Gerth and W. D. Best, then BofRS vice president, signed an agreement with John D. Mitros, CRI&P vice president staff, and Charles P. Fischback, CRI&P director of labor relations, which resolved issues outstanding under the Hours of Service Memorandum of Agreement dated November 19, 1976, and paved the way for the Rock Island to authorize national handling of the notice served January 10, 1977, for wage increases and improvements in fringe benefits.

J. D. Boots, R. E. Hickerson, M. W. Kiser and G. G. Ruhl, Rock Island local chairmen were present at the meeting at which the details of

TIME FOR BRIEF DAILY PERIODS OF RELAXATION.

The work of Dr. Edmund Jacobson has ". . . provided considerable evidence that many health problems could be lessened—if not completely cured—if the patient could be taught to relax away his nervous tension."

As an adjunct to other treatment, relaxation techniques may reportedly bring benefits in such ailments as insomnia, asthma, high blood pressure, certain colon and stomach problems, neurasthenia, and migraine and tension headaches.

Evidence to date also indicates a relaxed person thinks and works more efficiently and needs stimulants and tranquilizers less. Psychologist Robert Tyson notes that ". . . rest periods pay off in improved production."

Best of all, relaxing needn't take much time. In brief daily pauses, on your break, after work or even while riding the bus, you can try some simple strategies which may help you unwind. Until you start to relax, you may not even realize how tense you were.

Mental, environmental and physical factors can all contribute to stress. In circular fashion, muscular tension and anxiety can aggravate each other, and relieving either one may help alleviate the other, too. Maybe one of these tension-relieving tips can help you.

IMAGINE YOURSELF RELAXING. It can be soothing just to take a few minutes and picture yourself in a setting you find peaceful—a green pasture, a sunny beach, out on a lake. Another trick—recall an old worry that never materialized. Experts say most of what we worry about never happens. Now consider a pleasant prospect that most likely will come to pass.

MUSCLE RELAXATION TECHNIQUE has proved helpful in teaching people to recognize when they are physically "up tight" and then "let go" by relaxing the muscle in various parts of their body. Your local YMCA, YWCA or gym may have instructors who can teach such techniques or direct you elsewhere.

EXERCISE. Dr. Herbert deVries of the University of Southern California reported that "In the last ten years, we have conducted five different studies on young, middle-aged, and older men and women in which appropriate exercise has been shown to improve the ability to relax both immediately and over a sustained period." Why not get into the habit of taking short physical activity breaks, such as brisk walks, each day.

RELAX IN A WAY THAT YOU FIND RELAXING. One man's work may be another's fun. The fictional Tom Sawyer turned this principle to profit when he got his friends to pay him for the chance of white washing Aunt Polly's fence.

Give yourself a change of pace. The famous Dr. Hans Selye says, "In stress research, we have found that, when completion of one particular task becomes impossible . . . a voluntary change of activity is frequently as good as—if not better than—a rest."

LET THE CHILD WITHIN YOU EXPRESS ITSELF. Instead of being a constant prisoner of "should" and "oughts" or worrying about what someone else may think, make time to do a few things which you find fun, be it listening to music, doodling on a pad or enjoying any beauty around you.

The minutes you spend relaxing could give you years of richer life!

Consumer catalog is now available

Have you found yourself thinking: "Boots! How can one family accumulate 17 mismatched galoshes? And if I see one more soggy mitten . . . Come on trees, where are your leaves? I'd sure love to dig in the garden, but it would take a pick-ax. Won't there ever be any signs of spring?"

Well, there is at least one sign of spring. It's the Spring edition of the *Consumer Information Catalog* published by the Consumer Information Center of the General Services Administration. The free *Catalog* lists more than 200 federal consumer publications you can send for on everything from growing tomatoes to fixing your car. And over half of the booklets are free. For your copy of the *Consumer Information Catalog,* send a postcard to the Consumer Information Center, Dept. CAT, Pueblo, Colorado 81009.

Now that you're thinking about spring, how about ordering some booklets on gardening? The *Catalog* lists *Growing Tomatoes in the Home Garden* (074F, 50¢), *Growing Vegetables in Containers* (669F, Free), *Herbs* (670F, Free), *Growing Flowering Perennials* (073F, 50¢), and *Roses for the Home* (093F, 35¢). And even now there are some things you could be doing for *Spring Lawn Care* (674F, Free).

Is your car ready for spring? The *Backyard Mechanic* (001F, $1.25) gives step-by-step instructions for inspecting and maintaining your car. And *Self-Service Gas Up and Go* (086F, 60¢) will help you give your car tender loving care even when you pump the gas yourself.

Maybe you want to do something for your house this spring? *Fixing Up Your Home* (666F, Free) has information on how to get a loan and what you should know about choosing a contractor. *Paint and Painting* (066F, 85¢) tells you how to do the job yourself. And you can even learn *Sixty-Five Ways to Save Natural Gas* (595F, Free).

Is Junior getting toward school age? *When a Child Begins School* (520F, Free) will help both of you prepare for that big day. And if Junior is a bit older, *Employment and Training Programs for Youth* (536F, Free) has some suggestions that will help her or him on the road to independence.

Even if winter still has its teeth into you, don't despair. *The Common Cold: Relief but No Cure* (579F, Free) tells which ingredients in over-the-counter cough, cold, allergy and asthma remedies work. Or how about *Painkillers: Their Uses and Dangers* (663F, Free). Or *Prescription Drugs* (690F, Free) if you are really sick.

up condemning a major part of the U.S. railroad system to the fate of the Penn Central. All this in the name of as yet unproven claims of long-range cost savings in coal—but with an undeniably huge use of scarce capital."

The Forbes article then noted that the slurry interests' cost and price projections are "somewhat theoretical" and that pipeline construction costs "have been known to run away before—witness the Alaska pipeline whose costs rose from an original $900 million to around $8 billion. Similar overruns could conceivably afflict the slurry pipelines."

More broadly, the article questioned whether it's good public policy to "encourage the development of yet another specialized carrier to skim off some of the most profitable and promising traffic the common carrier railroads have." The likely result, the article warned, would be more railroads as "wards of the state," drawing big public subsidies like Amtrak and Conrail.

Actually the slurry pipeline bill still has a long way to go before gaining congressional approval. Opponents are marshalling all the strong arguments against this special interest measure.

Congress must decide whether to stake Conrail with more federal money after the $2.1 billion already appropriated is used up. The $2.1 billion was supposed to get the huge 17,000-mile rail system on its feet. Instead, Conrail expects to have drawn the whole amount by some time in 1979, according to chairman Edward Jordan.

Under its new five year plan, for 1978-82, Conrail will need a minimum of $1.3 billion more in federal money. "This will be used," Conrail officials said, "to support rehabilitation of physical assets, to provide adequate working capital, and to compensate for operating losses." In addition, Conrail hopes to raise nearly $1 billion in private capital during the five years.

If this program goes through, and if various optimistic assumptions prove accurate, then Conrail should achieve "a small profit" in 1980 and better profits in 1981 and 1982, the carrier officials predicted.

Conrail's financial setbacks have come, officials said, because plant and equipment were in worse shape than expected, the traffic base was less, labor costs have been high, and the carrier encountered severe "natural disasters and strikes" that curbed traffic.

Substantial gains have been made in rehabilitation, but Conrail's five year plan calls for spending an additional $10.6 billion on physical assets. This includes $4.662 billion on maintenance of way and rehabilitation, $3.890 billion on maintenance of equipment, $1.108 billion on equipment acquisition and $935 million on additions and improvements.

Implementation of this five year plan, Conrail officials said, "should make a substantial contribution to improving the transportation system of the region and the nation."

Still up in the air is the question of Amtrak's federal subsidy—and, consequently, the quality and extent of its service. Congress, under pressure, voted $510 million in operating subsidy for Amtrak in the present 1978 fiscal year. That's not enough to carry the existing service through to the fiscal year's end next September 30. However, the Department of Transportation was to recommend a new route system for Amtrak by March 1. Now, according to Transportation Secretary Brock Adams, the DOT report won't be ready until "later this spring."

Adams also said he favors only a pared-down subsidy for Amtrak. "If they're going to require $500 million a year, that's not a private corporation any more and we will have to take a close and serious look at it," Adams told an interviewer.

On the other hand, in a broad statement on transportation policy, Adams advocated continuing to subsidize a smaller Amtrak deficit. This should be done, he said, to "maintain the right of the American public to use the extensive rail network as one alternative means of transportation in the future"—and especially "in the event of a severe fuel shortage."

On the brighter side for Amtrak, Senator Russell Long (D., La.), powerful chairman of the Senate Finance Committee, introduced a bill authorizing a $550 million Amtrak operating subsidy and $200 million for Amtrak's capital funding for fiscal year 1979.

Burlington Northern to upgrade signaling in 1978

During this year, Burlington Northern plans to install an additional 53 miles of centralized traffic control in the Gillette, WY area. Also, new rail-highway grade crossing warning systems will be installed at more than 200 crossings and approximately 100 crossings will be rehabilitated.

RTA to finance rehabilitation of C&NW interlocking

Chicago & North Western will soon begin work on reconstruction of the Kedzie Ave. interlocking at a cost of $2.6 million. Financing is in part by the Regional Transportation Authority. Completion is set for the end of this year. The Kedzie interlocking controls traffic on C&NW's mainline west as well as moves into and out of the California coach yard and shops in Chicago.

Nationalization does not provide great transport

Nationalized railroads in Europe and Asia not only cost the taxpayers huge amounts of government money to operate but they haul less than 15% of their nations' freight. This compares with a 36% freight haulage rate for U.S. railways. These and other interesting data on nationalized railways was brought to the attention of the Association of Rail-

road Editors annual meeting by Luther S. Miller, editor *Railway Age.*

For the year 1975, "the nationalized British Railways, with a system about two-thirds the size of ConRail, cost British taxpayers $818 million; Italian State Railways cost the Italian taxpayers $2.4 billion; the French National Railways cost the French taxpayers $3.4 billion; the Japanese National Railways cost the Japanese taxpayers $3.7 billion; the German Federal Railways cost the German taxpayers $4 billion," Miller said.

A nation that spends $5 to $6 billion in Federal funds for highways would probably agree to spend a few billions of dollars if that money would buy a good transportation system. Miller pointed out that the real problem is to prove that nationalized railroads do not do a good transportation job. Describing a trip to France, Miller told of riding fast, deluxe passenger trains but "we saw very little about the French Railways' freight operations.

"A few weeks later I was visiting Sweden, and the story was the same — all passenger equipment; almost nothing said about freight. I have, in fact, in recent years visited the railway systems in a number of countries — in Japan and South America and all of Europe. And everywhere the story has been the same: The great passenger systems of most of these countries are merely a facade, hiding freight systems that are often delapidated and neglected — and very little used.

"The fact is, nationalization has not produced — except under the conditions of communism — the kind of modern and efficient and well-used railroad freight system that we have in this country today.

"I believe it is incapable of producing that kind of system, because under nationalization the railroad dollar goes where it will produce the most conspicuous benefit for the taxpayer: into the passenger train. And the cost of first class passenger service is nearly always third class freight service. So nationalization does not produce the kind of railroad systems that many of its advocates in this country are trying to preserve," Miller said.

"There is, in most European countries, a taxpayer revolt against the rising cost of the nationalized railway systems. A couple of years ago the British began to talk about cutting out a few thousand more miles of line: there was even talk of eliminating all service in Scotland and Wales. The Germans began to talk about reducing their system's size by about a third.

"When I was in France last year, I mentioned these developments to French railway officers. 'How long,' I asked, 'can France afford to meet the railway's rising deficit?' I was assured that in France the railways were viewed as social instruments of such overriding importance that money was no real consideration.

"It was just about one year later that an officer of French Railways told a conference in London that the SNCF had been asked to 'consider the implications' of reducing its trackage by two-thirds. 'The costs,' he said, 'were just getting out of hand.'

"So nationalization does not work . . . not for shippers; not for employees; certainly not for the taxpayers. And not very much longer it appears, for the heretofore pampered passenger," Miller said.

BofRS serves Section 6 on supplemental sickness

General chairmen of the Brotherhood of Railroad Signalmen served Section 6 notices on the nation's railroads requesting revision of the Supplemental Sickness Benefit Agreement which expires June 30, 1978.

The signalmen are asking that the schedule of benefits be increased to an amount which when added to the Railroad Unemployment Insurance Act sickness benefits will equal 80% of an employee's wages at the time the disability occurred. Adjustment will be made to include any wage increases granted after the Agreement becomes effective. In the event, the eligible employee has exhausted his sickness benefits under RUIA, the notice proposes the full 80% be provided by the Supplemental Sickness Insurance plan.

BofRS asks that supplemental sickness benefits begin on the first day of disability and that these benefits will continue for as long as the disability exists but no longer than 36 months. The present policy requires four consecutive days of disability before benefits begin, and the disability period is only 12 months. Also, where the present policy requires 90 days of work between disability periods, the proposal asks for the work period to be cut to 30 days.

"We expect the majority of carriers to authorize the National Railway Labor Conference to handle this matter to a conclusion with our negotiating committee. Negotiations should start shortly," said R. T. Bates, BofRS president.

Frisco plans to install over 300 miles of ctc

St. Louis-San Francisco has applied to the Federal Railroad Administration to install 313 miles of centralized traffic control. Between Lindenwood and Nash, MO, the road asks permission to install ctc in lieu of existing automatic block signaling on 130 miles of line on the River division. In another area, StL-SF seeks FRA approval to install ctc in lieu of existing abs between Sapulpa and Madill, OK, about 168 miles; and between Lakeside, OK and Denison, TX, about 15 miles.

Milwaukee Road plans for ctc in suburban area

As part of a major improvement in its Chicago suburban territory, the Milwaukee Road is asking the Federal Railroad Administration to approve extensive signal changes including the installation of centralized traffic control over major portions of its lines between Chicago

and Fox Lake, IL, about 50 miles. Plans include the following: (1) install ctc with bidirectional operation on three main tracks between Lake Street interlocking and Tower A2 in lieu of existing automatic block signaling arranged for current of traffic operation on two tracks; (2) install ctc for bidirectional operation on two main tracks between Towers A2 and A5 in lieu of existing abs on two tracks with current of traffic operation. Existing ctc on one track is to be modified by providing additional signal aspects; (3) install ctc with bidirectional operation on all tracks between Tower A5 and Fox Lake in lieu of abs; and (4) remotely control Tower A20 and Shermer interlocking from Milwaukee, WI.

Southern to install ctc near new yard at Linwood, NC

Southern has applied to the Federal Railroad Administration to install a centralized traffic control system on two tracks of the Eastern division for about 11 miles of line and on about 3 miles of double-track line of the Piedmont division, all near Linwood, NC. The ctc will replace existing automatic block signaling arranged for current of traffic operation.

Why railroads have a hard time making money

The following, reprinted with permission from the Maine Central Messenger, was written by Eric P. Smith, assistant treasurer and director of cost analysis, MEC. It illustrates very well why the general public may not understand railroad rates and why they cannot understand why railroads do not make money.

Mr. Graustein's Milk

The proper assignment of railroad costs to the commodities handled has always been a difficult thing for the average citizen to grasp. In thinking about this matter, my mind turns back some forty years to the days when I sat in the classroom of Professor William J. Cunningham of Harvard, a much loved professor with long practical railroad experience.

Professor Cunningham used to tell the story of his friend in New Hampshire, Mr. Graustein, a gentleman farmer and member of a family noted for brilliant scientific achievement, who appeared at a hearing to protest a proposed increase in charges by the Boston and Maine Railroad for the movement of his milk to a Boston distributor. Said Mr. Graustein, "There is no reason for this increase—the Boston and Maine incurs no expense in moving my milk to Boston."

Invited to take the stand, Mr. Graustein said, "You see, it is like this. I hitch up my horse to the wagon, load the cans of milk and drive down to the station. I get there at a quiet moment of the day. The agent, who is on duty, and not doing anything, helps me unload the milk onto the platform. No cost there. Pretty soon the train comes along. It is a regularly scheduled train which is running anyhow.

"It always carries a baggage car with a baggageman in charge. He doesn't get any more money because of my cans of milk being on the train, and there is plenty of room in the baggage car. Well, the train stops; the baggageman opens the door and the agent and I help him load the cans of milk into the car. The train runs along to Boston, just as it always does. All of this doesn't cost any more because my milk is on the train than it would if it wasn't.

"After a while it pulls into the North Station and the baggagemaster, with his hand truck, comes out to get the trunks and other baggage and my milk off the train, and takes them all to the platform. He comes out every day—he is there anyhow, regardless of whether I have any milk on the train or not.

"Pretty soon my consignee comes along, and with the help of the baggagemaster, who is still on duty, loads the milk onto his wagon and takes it away. So you see, nothing has cost the Boston and Maine a penny that they wouldn't have spent anyhow.

"Of course, on the other hand, I really have probably helped the B&M some too. My milk is packed in ice with a little salt in it. As the train goes along to Boston, the ice melts and the brine runs out on the floor of the baggage car. After a while it goes down through the weep holes in the floor and drips along the track where it kills some of the weeds the B&M would have to pay a man to pull up if my salt didn't kill them.

"So you see, there isn't any reason why the charges I pay should be increased, and actually I ought to get some credit for the weeds."

No doubt Mr. Graustein has long gone to his reward, as has my dear friend Professor Cunningham, who chuckled over this story as he told it first in class, and then years later as he repeated it to me at his retirement home in the hills of New Hampshire.

If there is a railroad problem today, I fear that an appreciable part of it lies in the fact that too many of today's railroad patrons are, at least philosophically, relatives of Mr. Graustein.

Louisville & Nashville plans to install ctc

Louisville & Nashville is asking the Federal Railroad Administration for permission to install a traffic control system between Etowah, TN and Junta Interlocking, GA, about 89 miles. The ctc will replace an automatic block signaling system.

ConRail to install ctc in terminal area

Consolidated Rail Corp. has asked the Federal Railroad Administration for permission to install centralized traffic control on two main tracks to provide for bidirectional running between West Detroit and Town Line, MI. The ctc will replace automatic block signaling arranged for single-direction running on each main track.

BofRS training school at Denver, CO had 14 participants. Shown here (left to right) first row: Frank J. White, general chairman, SP T&L Lines - Frisco - Katy; Curtis D. Plummer, local chairman, Gulf Coast Lodge 99; W. E. Ferguson, vice general chairman, Denver & Rio Grande Western; and C. D. Bradshaw, assistant general chairman, Frisco. In the second row are: Richard R. Van Vacter, general chairman, Santa Fe - Kansas City Southern - Denver & Rio Grande Western; W. H. Little, vice general chairman, Santa Fe; D. E. Johns, local chairman, Rocky Mountain Lodge 161; and L. F. Parker, local chairman, Aurora-Galesburg Lodge 103. In the back row are: C. F. Bollacker, Jr., local chairman, Rocky Mountain Lodge 161; Leonard M. Priel, local chairman, Rock Springs Lodge 8; J. G. Welch, local chairman, Rock Springs Lodge 8; W. M. Lucas, local chairman, Rock Springs Lodge 8; and Louis C. Sedlacek, general chairman, Union Pacific. William A. Class, Jr., general chairman, Burlington Northern, attended this training session but was not present for this picture. Standing are John T. Bass (left) BofRS vice president who assisted instructor M. B. Frye (right) BofRS vice president.

BofRS holds officers' training school in Denver

On February 18 and 19, 1978 a training school for local and general committee officers was held in Denver, CO, sponsored by the Brotherhood of Railroad Signalmen. Vice President M. B. Frye conducted classes ably assisted by Vice President John T. Bass. The subjects covered included such items as filing and handling claims and grievances, discipline cases as well as many of the myriad of duties required of local and general committee officers.

Fourteen participated in the 2-day training including four general chairmen, one assistant general chairman, two vice general chairmen and seven local chairmen.

"The group of committee men who were present represented a total of 2,500 members of the Brotherhood and, no doubt, the training session will have an effect on the handling of Brotherhood matters throughout the locals and general committees of those that participated," reports John T. Bass, vice president.

"We are very pleased with the attendance and participation of the entire group. Also, we are convinced that such training should be continued and expanded consistent with other duties of Grand Lodge Officers," Bass said.

ConRail seeks to install ctc in Corning, NY area

Consolidated Rail Corp. is asking the Federal Railroad Administration for permission to install centralized traffic control between Gang Mills, and Horseheads, NY, about 17 miles; and for about 5 miles in the Corning, NY area. A new interlocking at East Glass, West Glass and North Glass as well as Horseheads "HO" interlocking will be controlled from Hornell, NY.

ConRail and N&W to install automatic interlocking

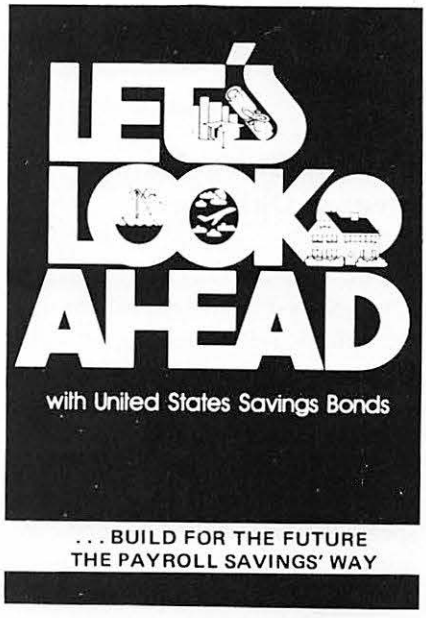
Consolidated Rail Corp. and Norfolk & Western have applied to the Federal Railroad Administration for permission to install an automatic interlocking at Maple Grove, OH to replace an existing electro-mechanical interlocking. Also, ConRail desires to have supervisory control of its signals from Tiffin, OH. FRA has approved this application.

ICG and N&W plan for automatic interlockings

Illinois Central Gulf and Norfolk & Western have applied to the Federal Railroad Administration for permission to install automatic interlockings at crossings of the two roads at Alhambra, IL and Ramsey, IL. Existing mechanical interlocking plants will be retired.

C&O and N&W will upgrade Romulus, MI interlocking

Chesapeake & Ohio and Norfolk & Western have applied to the Federal Railroad Administration for permission to retire an electro-mechanical interlocking at Romulus, MI. An all-relay interlocking will be installed with remote control of N&W signals from Montpelier, OH. C&O will remotely control one switch and its signals from Saginaw, MI. FRA has approved this application.



General Committee News

Southern

As Mrs. Yelton (left) watches, her husband C. Eugene Yelton (center) retiring general secretary-treasurer of the Southern general committee, receives a commemorative plaque from BofRS President R. Thomas Bates. Wording on the plaque expresses the gratitude of the Brotherhood to Brother Yelton for his many years of fine service.

SP Texas & Louisiana Lines-Katy-Frisco

The SP T&L-Katy-Frisco general committee, standing (left to right) are: John E. Moore, local chairman, Gulf Coast Lodge 99; C. D. Bradshaw, vice general chairman, St. Louis-San Francisco; W. V. Endicott, local chairman, Frisco Lodge 129; C. J. Satterfield, local chairman, Lodge 129; H. R. Hendrix, local chairman, Lodge 129; H. E. Wright, vice general chairman, Missouri-Kansas-Texas; B. D. Maxwell, local chairman, Labette Lodge 116; John H. Hehs, local chairman, Lodge 99; and Curtis D. Plummer, local chairman, Lodge 99. Seated (left to right) are: John T. Bass, vice president, BofRS; R. Thomas Bates, BofRS president; Frank J. White, general chairman; and W. D. "Dink" Best, BofRS secretary-treasurer.

Southwest signalmen meet in Oklahoma

The SP Texas & Louisiana Lines-Katy-Frisco general committee held a 2-day meeting at Tulsa, OK under the leadership of General Chairman Frank J. White. In addition to discussing matters of interest concerning members of the three railroads, White had invited guest speakers to inform the general committee about topics of special interest.

R. W. Hickman, assistant manager, labor relations, Southern Pacific, Texas & Louisiana Lines, discussed plans for signal department operation on the T&L Lines.

The importance of making signal inspections and tests as prescribed by the Federal Railroad Administration's signal RS&I rules was emphasized by C. P. Yetter, FRA signal & train control inspector. Also, Yetter answered questions concerning application of the Hours of Service Act to signalmen.

Benefits of hospital and sickness insurance as provided by the Travelers Insurance Companies was discussed by L. Saux. Also, he explained how to apply for the Travelers' payments covering major medical and surgical operations.

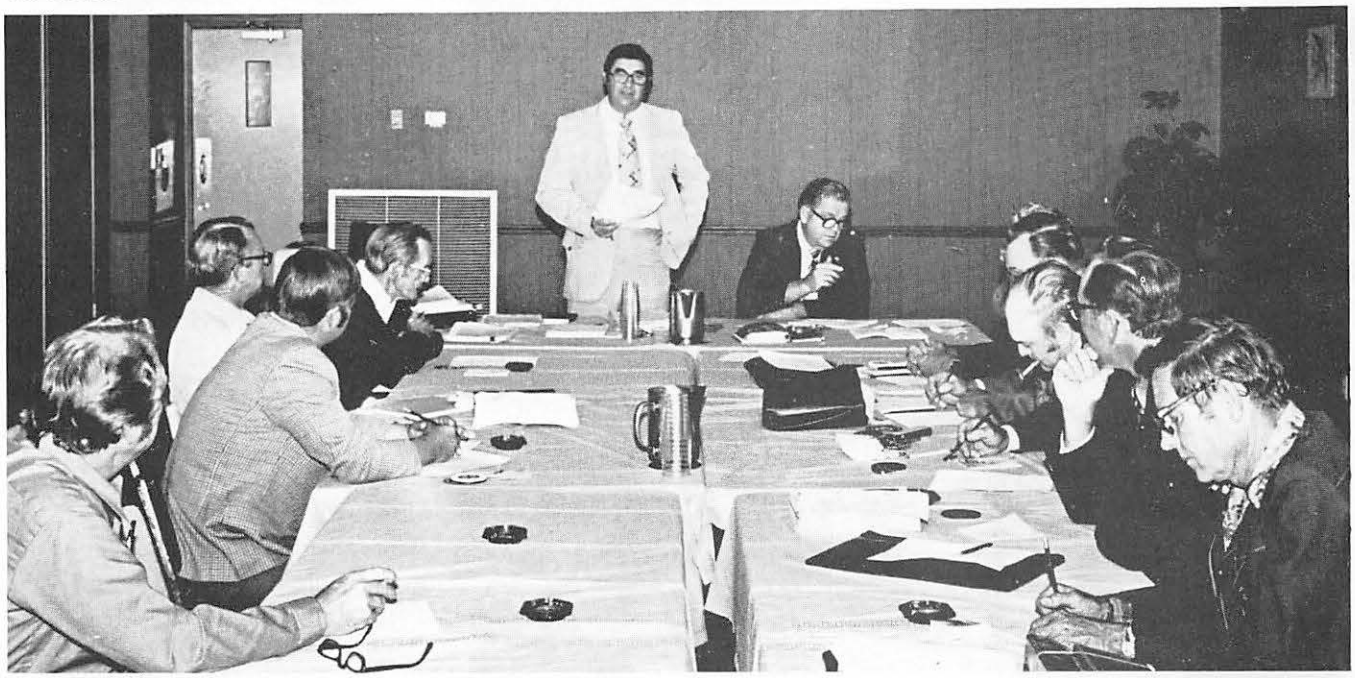
How members are covered under the Federal Employers' Liability Act was explained by James Muschretty, an investigator for the Norman Jones law firm. He described signalmen's rights under FELA.

President R. T. Bates discussed national negotiations with the National Railway Labor Conference representing the carriers. Also, he spoke about railroad retirement taxes.

Secretary-Treasurer W. D. Best described the negotiations with the Frisco that led to a new agreement and explained the significant improvements in the agreement. Also, he discussed the supplemental sick leave agreement.

Vice President John T. Bass spoke on the Section 6 Notice served on the SP T&L Lines and explained the key items in that notice. Bass also commented at some length on the future for the Brotherhood.

Seaboard Coast Line



General Chairman George G. Gross, (standing) chaired the two-day Seaboard Coast Line general committee meeting in Savannah, GA in November 1977.

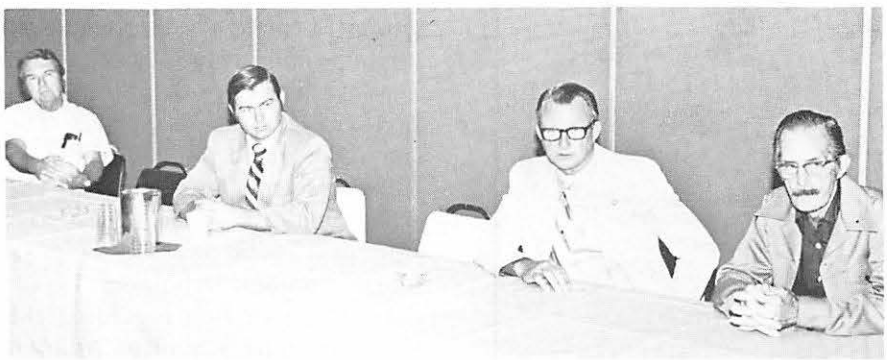
SCL committee meets in Georgia

At the Seaboard Coast Line general committee meeting in Savannah, GA in November 1977, L. H. Hightower, local chairman, and J. T. Mitchum, local chairman, were elected trustees to fill unexpired terms. J. A. Johnson, local chairman at the Savannah signal shop, resigned his trustee position due to health reasons. The general committee reluctantly accepted his resignation and thanked him for his many years of fine service to the committee. C. W. Stone, the other resigning trustee, did so because he bid on a job on a different division.

General chairman George G. Gross reported on how he had helped correct the problem of SCL signal management assigning assistant signal maintainers to relieve signal maintainers on vacation. Gross reported that seven new relief positions had been bulletined since 1975. Members of the general committee also discussed the need for more relief positions.

Gross reported that all signal gangs are equipped with 12-passenger, van-type vehicles.

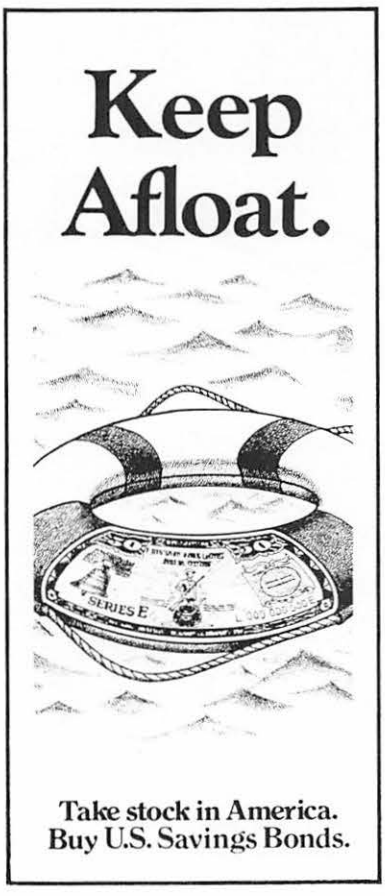
Local chairmen (shown here left to right) are: L. D. Webster, Dallas, GA; J. R. Lockamy, Sanford, NC; J. T. Mitchum, Kenly, NC; R. D. Platt, Waycross, GA; and D. J. Ennis, Savannah, GA.



Other local chairmen and members of the SCL general committee are (left to right): E. G. McGriff, St. Stephen, SC; L. H. Hightower, Wacissa, FL; S. S. Stone, Jr., Plant City, FL; and J. A. Johnson, Jr., Richmond Hill, GA.

Robert G. Harris (standing) supervisor of the claim department in Atlanta, GA for The Travelers Insurance Companies described handling of claims and answered questions concerning them as well as the medical and surgical benefits.

President R. T. Bates (center) reports to the Seaboard Coast Line general committee on national events of interest to railway members. At his right is George Gross, general chairman. Charles S. Chandler, BofRS vice president, is on Bates' left.



He also brought out that the signal installation work being performed at Rice electronic classification yard under construction at Waycross, GA, is done by signalmen. Some of the welding is done at the yard. For some equipment, units are shipped to the Savannah signal shop for welding and the completed units returned to Waycross for installation. It was brought out in the discussion on the yard that Robert D. Liggett, chief engineer communications & signals, desires to create an electronic technician position at the new Rice yard in Waycross. Considerable discussion was held on this subject. The committee voted to change the existing agreement to read that the senior employee of the highest class who qualifies be awarded the position of electronic technician.

In the discussion regarding the signal training school at Atlanta, these points were considered:

— Need to train men on pole line work.

— Need feedback from signal maintainers as to effectiveness of trainees and what are important subjects that should be included in training school.

— Possibility of signal foremen visiting the school to learn about subjects taught and how training is carried out.

Robert G. Harris, supervisor claim department for the Travelers Insurance Companies in Atlanta, GA, pointed out the importance of filing the first notice of claim form covering major medical benefits. He said it would speed handling of claims if the word "railroad" was marked on the outside of the envelope because it would be promptly directed to the proper person in the Travelers' office. Also, Harris said that the Travelers' coverage is for full time students only. Part-time students or those taking only a half-load of courses are not covered. He said that to receive disability benefits, Travelers needs information from a doctor.

Vice president Charles S. Chandler reported on progress in the national wage negotiations including items of particular interest and application to signalmen.

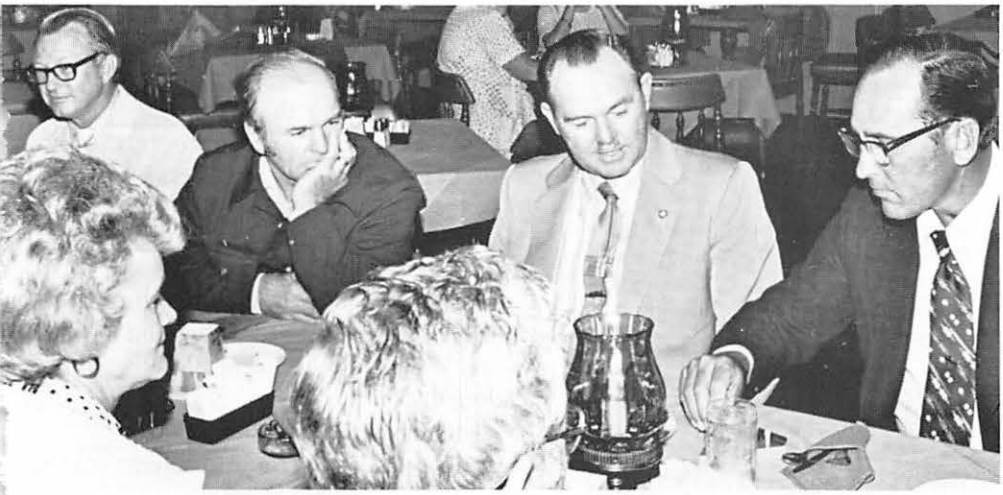
Application of the Hours of Service Act to signalmen was of considerable interest to committee members who discussed the matter at some length.

President R. T. Bates stated that the Brotherhood of Railroad Signalmen will continue to be a strong union and will be active in railway labor matters. He reported that bargaining at the national level was continuing, but that ConRail (Consolidated Rail Corp.) had not given the National Railway Labor Conference the power of attorney to negotiate. Thus, the BofRS was negotiating separately with ConRail.

J. A. Johnson, Jr. (left) hosted a dinner for the general committee. At Brother Johnson's left is his daughter Faye Bardolf, then Tom Bates, BofRS president; George Gross, general chairman; and Chuck Chandler, BofRS vice president.

SCL committee dinner

Also at the dinner were (left to right) E. G. McGriff, Lacey D. Webster and his wife Sally.



Watching R. D. Platt (right) operate peg-board game (jump over one peg at a time and leave only 1 peg at end of game) are (left to right): S. S. Stone, Jr., J. T. Mitchum, and J. R. Lockamy.

Martha Hightower listens as her son Les, Jr., makes a point with her. Les Hightower is at end of table and Sam Stone is on his left (far right of picture).

North Western-Rock Island

M. B. "Pete" Frye (standing) introduces a move about a discipline case and hearing held before a referee. Shown here (left to right) are: J. D. Boots; G. G. Ruhl; John E. Hansen, BofRS director of research; Henry S. Gerth, general chairman; Frye; Henry J. DePaepe, Jr.; and Keith Van De Walker.

Attending the general committee meeting at Madison, WI shown here (left to right) are: Craig S. Lyrenmann, local chairman, J. C. Gerke, Lodge 9; A. E. Nenn, general secretary; Philip R. Singletary, local chairman, Madison Lodge 39; J. D. Boots, local chairman, Pioneer Lodge 23; G. G. Ruhl, local chairman, Ketterman Lodge 78; and R. E. Hickerson, assistant general chairman, Rock Island.

C&NW-CRI&P general committee trustees audited the financial records of the committee. Shown here (left to right) are: Philip R. Singletary, Chicago & North Western; Henry J. DePaepe, Jr., chairman, C&NW; J. D. Boots, Chicago, Rock Island & Pacific; and A. E. "Barney" Nenn, general secretary.

C&NW-CRI&P meeting has training session

At the Chicago & North Western-Chicago, Rock Island & Pacific general committee meeting, General Chairman Henry S. Gerth reported on activities during the past year. Among the topics presented by Gerth and discussed by members of the committee were claims, grievances, and Railroad Unemployment Insurance Act claims, and Hours of Service claims. Gerth reported that work is progressing on revisions to the C&NW and CRI&P agreements.

Gerth and W. D. Best, then BofRS vice president, signed an agreement with John D. Mitros, CRI&P vice president staff, and Charles P. Fischback, CRI&P director of labor relations, which resolved issues outstanding under the Hours of Service Memorandum of Agreement dated November 19, 1976, and paved the way for the Rock Island to authorize national handling of the notice served January 10, 1977, for wage increases and improvements in fringe benefits.

J. D. Boots, R. E. Hickerson, M. W. Kiser and G. G. Ruhl, Rock Island local chairmen were present at the meeting at which the details of

Robert N. Stone, attorney with the Rerat Law Firm, PA, described how the Federal Employers' Liability Act operates to protect signalmen.

Shown here at the North Western-Rock Island general committee meeting listening to R. T. Bates (third from left) are: W. D. Best, Henry S. Gerth; Bates (then secretary-treasurer, BofRS); M. B. Frye, BofRS vice president; M. W. Kiser, local chairman, Martin Lodge 17, CRI&P; and Henry J. DePaepe, Jr., local chairman, C&NW Lodge 130.

Listening to discussion are (left to right): Keith Van De Walker, local chairman, Maple Leaf Lodge 98; Vincent J. Unger, vice general chairman, C&NW; Benjamin J. Bruhling, local chairman, Omaha Lodge 168; and Bruce J. Williams, local chairman, Lodge 43.

the agreement were presented and the signing occurred. Significant changes in the basic agreement rules, which became effective August 5, 1977, are contained in the following:

Rule 8, Hours of Service- "Eight consecutive hours shall constitute a day's work. An allowance of 20 minutes shall be made for meal period without reduction in pay, between the ending of the fourth hour and the beginning of the sixth hour after starting work. Meals will be taken at or near the work assignment. A second shift may be started up to two hours prior to the expiration of the first shift or at any time thereafter, but not later than 12 midnight."

Another provision in the agreement is one which expresses the intent and commitment of the parties to update and reprint the applicable agreements in order to have everything applicable to Signalmen under one cover.

R. T. Bates informed members of progress in negotiations, mentioning it is one of the toughest years in bargaining. He said that common issues of all rail unions are wages, cost of living adjustments, health and welfare benefits, vacations and railroad retirement.

W. Tom Liddell, attorney with Downman, Jones & Granger, spoke on the Federal Employers' Liability Act. He said that 90% of FELA cases are settled before going to trial. An interesting statistic mentioned by Liddell was that on a per capita basis, more railroad men are injured than policemen or firemen.

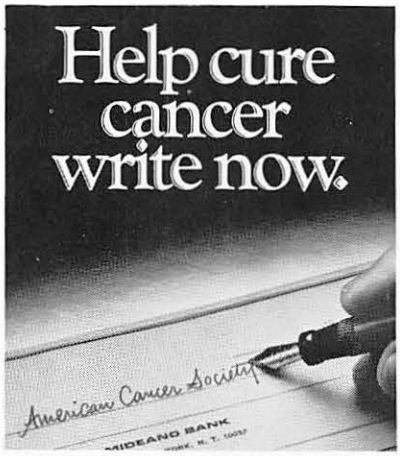
M. B. "Pete" Frye, BofRS vice president, discussed discipline cases and commented on a movie that was shown concerning a case handled before a referee.

W. D. Best reviewed the progress made in wages Signalmen have earned from 1968 to date. He noted that the Brotherhood of Railroad Signalmen has played an important part in railway labor. He pointed out that Signalmen have been able, working through the Railway Labor Executives' Association, to get Congress to amend the Hours of Service Act to include Signalmen under the

William "Tom" Liddell, attorney (standing) with the firm of Downman, Jones & Granger, described members' rights under the Federal Employers' Liability Act.

Rock Island story of progress was of interest to the North Western-Rock Island general committee members. Shown here (left to right) are: J. D. Boots, CRI&P; G. G. Ruhl, CRI&P; W. D. Best; Henry S. Gerth, general chairman; John D. Mitros, vice president staff, Rock Island; Charles P. Fischback, director of labor relations, Rock Island; Henry J. DePaepe, Jr., C&NW; and M. W. Kiser, CRI&P.

R. W. Russell (right) vice president labor relations and personnel, Chicago & North Western, discussed progress made by the railroad. Also, shown here are W. D. Best, BofRS vice president at the time of the meeting; and Henry S. Gerth (center) general chairman.



Thanks to your help, the tide is beginning to turn.

The past few years have brought new discoveries in chemotherapy.

And new diagnostic techniques that combine the "eyes" of X-ray machines with the "brains" of computers. And successful new programs of combination therapies.

And there are promising reports coming in from research laboratories all over the world.

We now have everything we need to save about half the people who get cancer.

Please don't quit on us now.

American Cancer Society

We want to cure cancer in your lifetime.

Act's coverage. This is an example, Best said, of the importance and strength of the BofRS in the railway labor movement.

A discussion on how the Hours of Service Act applies to Signalmen was led by John E. Hansen, BofRS director of research. Also, Hansen answered questions from general committee members.

Robert N. Stone, attorney with the Rerat Law Firm, also discussed the importance of the Federal Employers' Liability Act to Signalmen. He pointed out that under FELA, the injured party must start proceedings within three years of the date of the accident.

R. W. Russell, vice president labor relations and personnel, Chicago & North Western, reviewed progress of the railway. He said that some problems have occurred in connection with C&NW seeking 4R federal funds for upgrading lines, but he was optimistic, particularly with regard to obtaining funds for improving C&NW's lines to the west which will be used for coal traffic from Wyoming. Also, he said that C&NW had conducted an attitude survey of employees which consisted of 100 questions. He said 6,500 responses had been received. Also on the bright side, Russell pointed out that C&NW had made considerable progress in cutting Loss & Damage claims.

John D. Mitros, vice president staff, Rock Island, described the real progress made in getting the railroad into a better operating position. Programs to rehabilitate track, cut brush and eliminate weeds and upgrade signal systems are underway and making progress. If 4R federal funds can be made available to the Rock Island, then further progress can be made. For example, plans to make extensive installations of hotbox and dragging equipment detectors and rehabilitation of many lines could be carried out with 4R funds.

Charles P. Fischback, director of labor relations, CRI&P, said that Rock Island desired to improve negotiations with Signalmen. Also, in line with a desire to improve working relations with the union, Fischback said an improved handling of discipline administration is being developed. Additionally, a study is under way to improve the handling of investigations which will be discussed with the unions.

Burlington Northern

Robert F. Richardson (standing) assistant general chairman-general secretary/treasurer, BN general committee reports on the finances. At his right are William A. Class, Jr., general chairman, and R. T. Bates. At the far right is Harley R. Neihart, recording & financial secretary, Aurora-Galesburg Lodge 103, who acted as recording secretary for this meeting. Between Richardson and Neihart is M. B. "Pete" Frye, BofRS vice president.

Shown here at the BN general committee meeting are (left to right): Daniel R. Brown, local chairman, Vancouver Lodge 188; B. J. McComb, local chairman, St. Paul Lodge 87; John J. Wilkowski, local chairman, Great Northern Lodge 154; and A. L. Vierkant, local chairman, Great Northern Lodge 154 and secretary board of trustees.

BN general committee meets in Denver, CO

Burlington Northern general committee meeting in December 1977 was held in Denver, CO. After introductions of grand lodge officers, local chairmen and guests, General Chairman William A. Class, Jr., asked President R. "Tom" Bates to address the group. Bates said that the Signalmen will continue to progress and much of it will be due to the team effort put forth by the executive council, general committees, local committees and members working together. He brought everyone up to date on (1) the national wage, fringe benefits, health and welfare notices served on the carriers; (2) railroad retirement funding; (3) off-track injuries; (4) negotiations with Con-Rail; (5) the impact of contracting out railroad work on the railroad retirement funds; (6) supplemental sickness plan; and (7) election of general and local committee officers in 1978.

Vice President John T. Bass emphasized the importance of unity in the Brotherhood. He described the new agreement reached between the Signalmen and the Fort Worth & Denver. He expressed thanks to Class and Local Chairman T. R. Catherall for their help in the negotiations on the agreement. The agreement was effective December 1, 1977.

Grand Lodge Representative W. W. Lauer described and distributed copies of a Burlington Northern agreement file that he had developed with the help of Class. The file contained all memorandums and letters of agreement since September 1, 1972 concerning the BN agreement.

Secretary-Treasurer W. D. Best discussed the BofRS Life Insurance Trust program and stated that 11% of the Signalmen have signed up for the program.

C. R. Adkison, local chairman, Aurora-Galesburg Lodge 103, was elected a trustee to fill the vacancy created by the promotion of D. L. Adkison to assistant supervisor of signals.

The committee passed a resolution which calls for an increase in per capita of each local to the general committee from 2.5 hours to 3 hours per quarter beginning April 1, 1978. Also, passed was a resolution to abolish the position of vice general chairman, and make the position of assistant general chairman-general secretary/treasurer a full-time position beginning April 1, 1978. An amendment to the general committee bylaws was approved to increase membership of the general committee to provide for better representation. Each subordinate lodge will have at least one local chairman (50 members or less), plus an additional local chairman for each additional 50 members. Also, there will be at least one local chairman for each

TSJ camera catches a discussion session in which General Chairman Bill Class is talking about various rules in the BN agreement.

L. A. Blackburn (left) and William J. Gee (center) are local chairmen from Vancouver Lodge 188. Thomas R. Catherall (right) is local chairman from Essman Lodge 133.

Shown here (left to right) are: Herman Heilman, local chairman, Great Northern Lodge 154 and chairman board of trustees; G. E. "Gerry" Brown, local chairman, St. Paul Lodge 87; and Harold E. Vierkant, local chairman, Great Northern Lodge 154.

Lincoln Lodge 119 local chairmen attending are (left to right): Ronald J. Bolinger, Dale R. Shelton and W. D. Kruetzer.

C. R. Adkison (left) is local chairman, Aurora-Galesburg Lodge 103 and member general committee board of trustees. Paul M. Johnson (center) and Robert D. Frank (right) are also local chairmen of Lodge 103.

operating division of the railroad.

There was considerable discussion of various rules in the BN agreement; a report by Assistant General Chairman-General Secretary/Treasurer Robert F. Richardson; a report by the trustees of an audit of the general committee's books; and a general discussion of claims and grievances.

Vice President M. B. Frye lead a training session for local chairmen on how to improve their handling of claims and grievances. Frye led a discussion following a training film on a discipline case in which the arbitrator narrated the film and pointed out pertinent sections where handling before the arbitrator could be improved.

John T. Bass, BofRS vice president talks with Richard R. Van Vacter (right) Santa Fe general chairman.

W. D. Best, BofRS secretary-treasurer, stressed the importance of having members use the dues check-off provision enabling them to be paid up with their union dues on a current basis.

W. D. Best (left) secretary-treasurer talks with Herman Heilman, chairman, BN general committee board of trustees.

Tom Bates, BofRS president (standing) reviewed progress on national and ConRail negotiations of the Brotherhood for the BN general committee.

John Bass (standing left) makes a point in a discussion of discipline case handling along with "Pete" Frye (standing right). Movie about to be run concerns a discipline case handled before an arbitrator. Frye discussed the case with the general committee members.

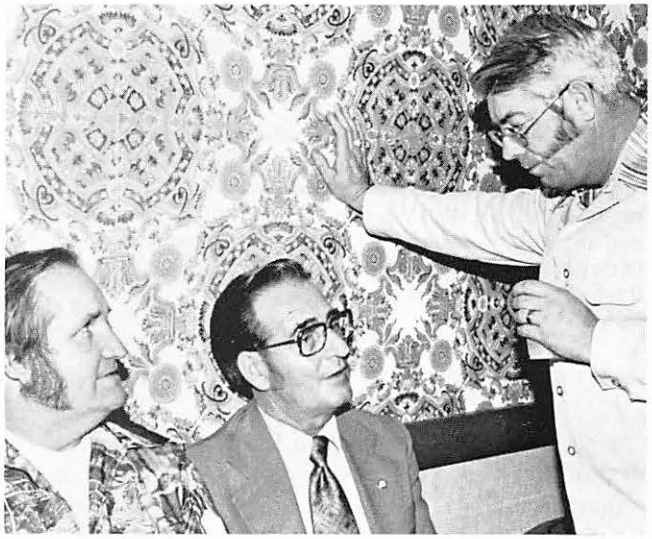
L. A. Blackburn (left) and "Pete" Frye chat as Robert D. Frank (right) listens.

W. W. Lauer, grand lodge representative; John T. Bass (center), BofRS vice president; and R. Thomas Bates (right) BofRS president, attended the Burlington Northern general committee meeting in Denver, CO.

Dale R. Shelton (left) listens to W. W. Lauer (center) as Ronald J. Bolinger, also listens.

During a coffee break BN general committee members had an opportunity for getting together to chat. Shown here (left to right) are: B. J. McComb, local 87; Daniel R. Brown, William J. Gee, and H. R. Neihart.

B. J. McComb (left) makes a point as C. R. Adkison (center left) and Thomas R. Catherall (center right) enjoy the comments along with Herman Heilman (right).



Harold E. Vierkant (left) and William J. Gee (center) listen to G. E. Brown.

Ron Bolinger (left) and W. E. Ferguson, D&RGW vice general chairman (right) listen to R. "Tom" Bates, BofRS president.

M. B. Frye, BofRS vice president chats with W. E. Ferguson (right) Denver & Rio Grande Western vice general chairman. Mrs. Ferguson is seated behind them.

W. W. Lauer (left) and C. R. Adkison (center) listen to A. L. Vierkant.

M. B. "Pete" Frye, BofRS vice president chats with Bert L. Denison (right), recording & financial secretary, Denver & Rio Grande Western Lodge 24.

Local Lodge News

Thomas A. Kite (left) general chairman, Port Authority Trans-Hudson, congratulates Brother Peter Furkey and wishes him well in a new job with the Massachusetts Bay Transportation Authority. Also wishing Furkey well in his new venture and sharing in presenting Furkey with a plaque honoring his dedicated service is C. Surrusco (right) general committee of Rapid Transit Lodge 60.

Rapid Transit Lodge 60 honors Peter Furkey

Brother Peter Furkey, a former acting signal foreman, of Rapid Transit Lodge 60 was honored upon his leaving Port Authority Trans-Hudson to accept a position with the Massachusetts Bay Transportation Authority as an electrical engineer in the signal division. In addition to a farewell dinner, Brother Furkey was presented a plaque by General Chairman Thomas A. Kite to honor Furkey's dedicated service in behalf of the local.

Brother Furkey joined Local 60 as a helper in June 1962, when PATH was then the Hudson & Manhattan. Under PATH operation, he was promoted to assistant signal repairman and then to signal maintainer. In 1967, Furkey was granted a leave of absence to go with Union Switch & Signal division of WABCO, where he worked in signal engineering and design. Upon return to PATH, he was qualified as acting signal foreman. In 1975, a withdrawal card was issued to Furkey so that he could assume the exempt position of staff circuit designer level II.

As a result of an agreement negotiated by Vice President Joseph W. Walsh, Rapid Transit Lodge 60's committee and Robert Schiff, PATH superintendent of power, signals & communications, a signal training program was formulated. Brother Furkey became very much involved in the coordination and teaching in this program.

Roseburg Lodge 152 honors L. W. Meakins

Sixty-two people attended a retirement dinner for Brother L. W. Meakins held in Eugene, OR. The dinner was sponsored by Roseburg Lodge 152 to honor him for his 25 years of service to Southern Pacific. Also helping Larry to celebrate were members of his family including wife Helen, son Roger with his bride-to-be Susan; daughter Janice with two of her children from Koblenz, Germany and Larry's young 96-years-of-age mother Minnie.

Brother Meakins was presented with a chain saw as a retirement gift. It was reported that he had to be restrained from cutting down all the trees in a park because the saw worked so well.

Members of Roseburg Lodge 152 wished Larry and Helen Meakins many happy retirement years.

Ketterman Lodge honors members with long service

The fourth quarter meeting of Ketterman Lodge 78 at Trenton, MO honored three members for many years of continuous membership in the Brotherhood of Railroad Signalmen. Vice President Witt B. Harwell, Jr., presented a 25-year BofRS membership pin to Brother L. J. Gregory, and 30-year membership pins to Brothers L. E. Case and G. G.

Ruhl. In addition to conducting regular business, five new members were welcomed into the Lodge. They are Michael J. Farrer, Sr., Clair L. Booth, Adolfo Alejo, Michael A. Tempinski and Richard E. Kulpa.

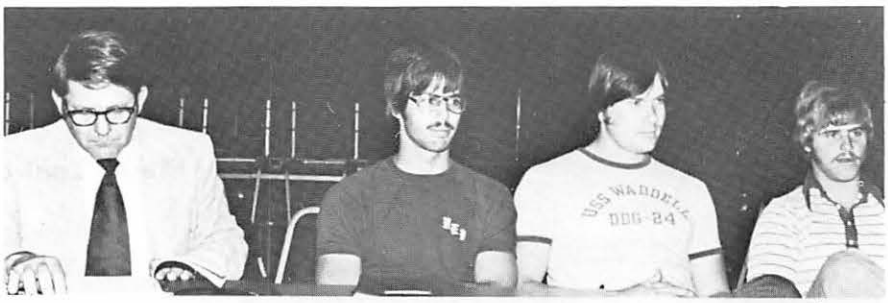
The meeting was well attended and brought four members of the Gregory family together: brothers L. R. Gregory and R. L. Gregory, and two sons of Ronny Gregory: D. F. and N. R.

Also attending this November 1977 meeting were W. E. Hillard, George Hemenway, J. B. Swopes, L. D. Rees, J. J. Daily and B. L. Daniel.

W. R. Fender, a member of the Rock Island's signal department, was a visitor at the meeting.

Joliet Lodge 97

Ignatious Panepinto, (second from left), general chairman, conducted the meeting. On his right is James F. Manning, signal foremen; while to Panepinto's left are Edward F. Meyer, signal maintainer; and Walter W. Altus, Jr., BofRS vice president.



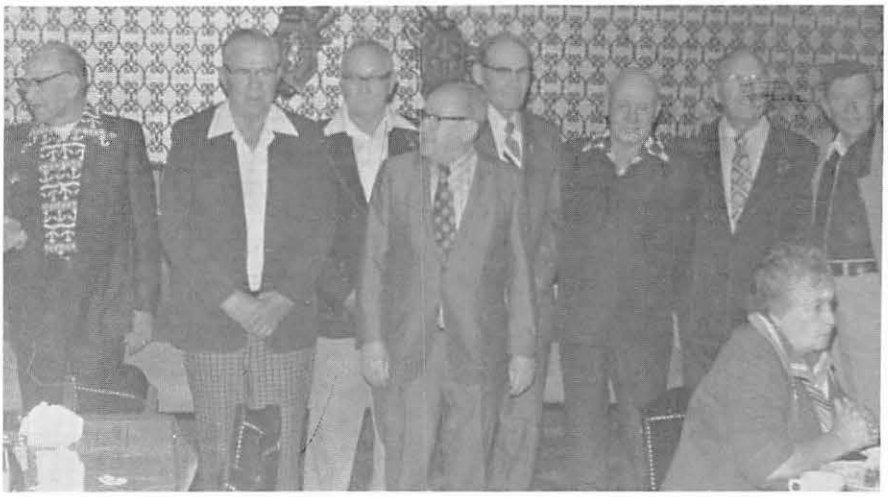
Shown here at Joliet Lodge 97 Elgin, Joliet & Eastern local meeting in Joliet are (left to right): W. W. Lauer, BofRS grand lodge representative; John R. Meyer, leading signalman; Charles M. Egdorf, leading signalman; and Robert S. Filas, signalman.

Also attending the Joliet Lodge 97 meeting are (left to right): A. Newberry, lead signalman; Glenn R. Todd, signal maintainer; Sheridan Vale, Jr., signal foreman; William D. Harring, signal maintainer; and James G. Dumenric, signalman.

El Paso Lodge 182

M. B. "Pete" Frye (left) BofRS vice president, presented a 35-year continuous membership pin to Brother J. L. Turner of El Paso Lodge 182.

Members of El Paso Lodge 182 and their families enjoyed an old-fashioned picnic for their annual outing at Ruidoso, NM.



At a retirement dinner of Maple Leaf Lodge 98, the following retired members were honored: (shown left to right) M. Byrd, A. R. Sorensen, F. F. Jones, R. E. Wall, G. W. Huber, R. R. Allen, A. A. Aschbrenner and C. F. Morrill. Mrs. R. R. Allen is in the right foreground. Brothers Sorensen, Huber and Allen are 50-year members of the Brotherhood of Railroad Signalmen.

J. B. Bunger (right) is looking at his BofRS certificate of recognition for successfully completing C&NW's signal training course. Henry S. Gerth (left) general chairman, made the presentation.

Maple Leaf Lodge 98

W. E. Smith (left), R. L. James (shaking hands with Henry S. Gerth, C&NW general chairman) and J. R. Poland received Brotherhood of Railroad Signalmen certificates of recognition upon completion of the Signalmen's training classes. Awards were made at the Maple Leaf Lodge dinner at Oelwein, IA.

Wabash Lodge 55

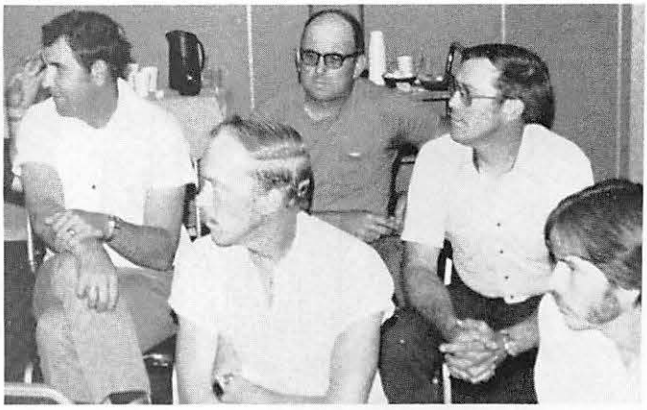
At the Decatur, IL meeting of N&W Wabash Lodge 55, Harold J. Hotop (left) of St. Louis, MO and David K. Flannel of Decatur, listen to Local Chairman Paul E. Stevens discuss matters of interest.

Interested in the talk between M. B. Frye (right) BofRS vice president and V. Joseph Sartini (next to Frye) Norfolk & Western general chairman, are (left to right): Witt B. Harwell, Jr., then grand lodge representative; Ronald P. Dunham, Riverton, IL; and James S. Hale of Decatur, IL.

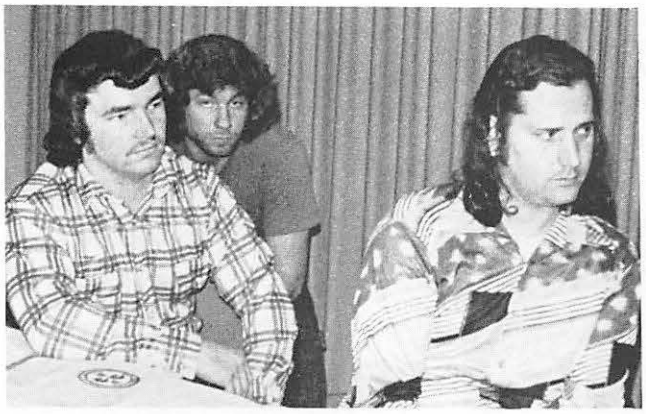
Lloyd J. Driskill of Taylorville, IL; N. E. Beeson (center) of Danville, IL; and Robert L. Ashby (right) of Bemont, IL, listen to discussion at the Decatur meeting of Wabash Lodge 55.

Ronald L. Rumple (left) of Ivesdale, IL and Russell Melvin of Springfield, IL attended the Local 55 meeting at Decatur.

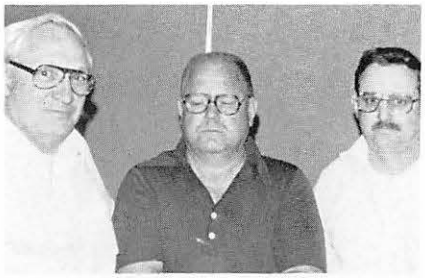
Joe Sartini (left) N&W general chairman, chats with Ronald P. Dunham (center) and Phillip G. McAllister of Pittsfield, IL at the Decatur meeting.



Also attending the Lafayette meeting of Wabash Lodge 55 were (left to right): Paul Walker of Butler, IN; Frank W. Harshman of West Lafayette, IN; Zenas Humphrey of Delphi, IN; Allan Fehrholz of Delphi, IN; and Lynn Himstedt of Tolono, IL.



James E. Carlyle (left) of Bethany, IL; David A. Schulte (center) of Decatur, IL; and Melvin E. Brown, also of Decatur, were at the Local 55 meeting.



TSJ camera at Wabash Lodge 55 meeting in Lafayette, IN, caught (left to right): V. Joseph Sartini, N&W general chairman; Victor Daniels of Morenci, MI; and Jack J. Dawson of Ft. Wayne, IN.

Norfolk & Western General Chairman V. Joseph Sartini (left) presents a 30-year continuous membership pin to Paul E. Stevens, vice general chairman, Wabash (N&W).

C&NW Lodge 108

C. L. Warner, retired member of Chicago & North Western Lodge 108 receives a Sears-Roebuck gift certificate from C. J. Chamberlain, BofRS president at the time of the Lodge 108 retirement dinner in DeKalb, IL. The handshake is over Mrs. Warner's head.

Vincent J. Unger, C&NW vice general chairman, presents a BofRS 50-year membership pin to Brother Warner.

Charles J. Chamberlain also presents a gift certificate to William J. Weber, a retired C&NW signalman.

Several C&NW signalmen enjoyed reminiscing about the "good old days" in the DeKalb area. Shown here (left to right) are: Elmer L. Mosher, E. L. Tracy, C. L. Warner, C. J. Chamberlain, William J. Weber and Kenneth Weidman.

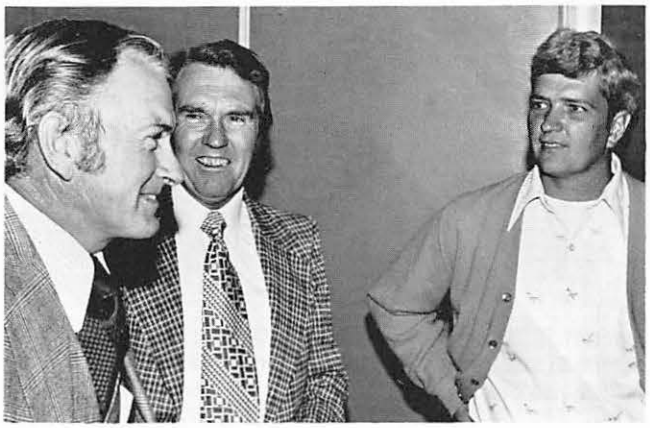
Brother Weber (right) receives a 40-year BofRS membership pin from Vice General Chairman Unger. Also enjoying the Local 108 party is Chamberlain's wife Joyce (seated).

Brother Unger presents a 25-year BofRS membership pin to Mrs. Bohlken for her husband Clarence, who was unable to attend the Local 108 dinner at DeKalb.

Caught by the TSJ camera during the social hour at Local 108's dinner were (left to right): John Vida, C&NW agent at DeKalb, IL; Richard A. Chamberlain, western regional manager, McGraw-Edison Co.; and Elmer A. Mosher, retired member.

Mrs. C. C. "Marie" Bohlken received a gift certificate from C. J. Chamberlain. Brother and Mrs. W. J. Weber (seated) look at the Sears gift certificate.

SCL Lodge 16

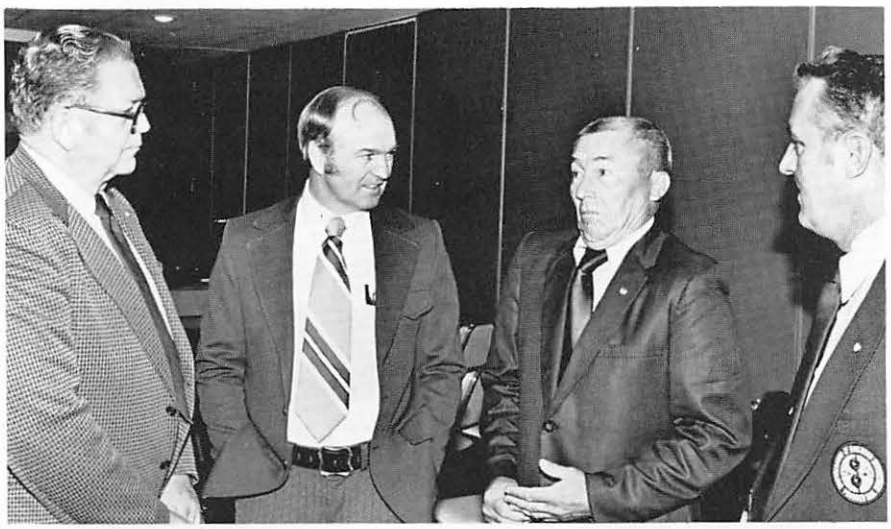


George Wilson (left); E. G. McGriff, local chairman; and C. W. Stone enjoy a chat during the coffee break.

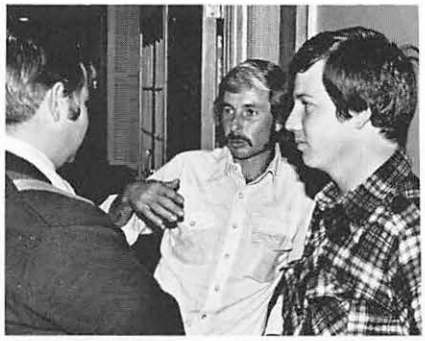
W. E. Warren (left) listens to BofRS President R. "Tom" Bates.

Erney W. Bell, Roland Shaver and W. F. Douglas talk during a break in the Local 16 meeting. They are identified left to right.

President R. T. Bates (standing) discussed the general condition of the Brotherhood and predicted a bright future. Listening are Gross and Chandler.



Four signalmen gather to talk at SCL Local 16 meeting. Left to right, are: Charles S. Chandler, BofRS vice president; J. T. Mitchum, local chairman; W. H. Evans; and R. Thomas Bates, BofRS president.



L. H. Hightower (left), local chairman, listens to G. P. Flury (center) as K. E. Williamson, also listens.

Shown here at the Local 16 meeting head table are (left to right): T. E. Maness, Jr., recording & financial secretary; Robert G. Harris, supervisor claim department in Atlanta, GA, Travelers Insurance Companies; J. C. Baldwin, local president; R. T. Bates, BofRS president; George G. Gross, general chairman who introduced Harris; and Charles S. Chandler, BofRS vice president.

Seaboard Coast Line Local 16 committee meeting was held at Savannah, GA on November 12, 1977.

R. D. Platt (left) listens to T. E. Humphries as they talk at a coffee break.

T. T. Scott (left) listens to C. S. Chandler, BofRS vice president.

During a coffee break Dale R. Dickey (left) chats with D. J. Ennis, local chairman.

President Bates reads the preamble to the obligation for two new members of the Brotherhood. Dale R. Dickey (center) and T. E. Humphries (right) then take the obligation, administered by Bates.

E. G. McGriff, local chairman, chats with D. T. Ellis (right).

Obituaries

Michael L. Behun, retired welder for the Southern Pacific at Los Angeles, CA, died recently. Brother Behun, a member of Pacific Electric Lodge 100, had five years of service on SP. Before moving to California he had 39 years of service with the Baltimore & Ohio.

Walter M. Conroy, retired signalman for the former Erie Lackawanna at Olean, NY, died Jan. 24, 1978 at Olean General Hospital following a long illness. Brother Conroy was born Oct. 20, 1908 in Carlspedt, NJ. When he retired in 1968, Brother Conroy had 44 years of service with EL. He had been a resident of Cuba, NY since 1940. He was a member of Susquehanna Lodge 37 of the BofRS, Christ Episcopal Church of Cuba, EL Veterans Association, Independent Order of Odd Fellows Lodge 691 of Cuba, and the Cuba Grange 799. He is survived by his widow Lena, a son Gary C. of Cuba, a daughter Mrs. Daniel (Ann) Swift of Trumansburg, NY, six grandchildren and a sister Mrs. Florence Goodsell of Salamanca, NY.

Franklin George, retired section manager application engineering, General Railway Signal Co. died last December. He was formerly in sales for GRS and at one time was eastern regional sales manager in New York City.

Earle B. Hammond, retired signal foreman for the Long Island at Babylon, NY, died May 3, 1977. Brother Hammond had completed 46 years of service when he retired in August 1971. He was a member of Aeriel Lodge 56.

Merle H. Maurer, retired signal maintainer, for the Chicago & North Western at Kenosha, WI, died January 31, 1978 at the High Ridge Health Care Center in Racine, WI. Born March 25, 1905 at Barrington, IL, Brother Maurer moved to Kenosha at an early age and grew up there, attending Lincoln Grade School, graduating from Kenosha High School. He worked on the C&NW at Rhinelander as well as Kenosha and was a member of J. C. Gerke Lodge 9. He retired in 1970 after having completed 41 years of service with the C&NW. After retirement, Brother Maurer operated a saw sharpening business. He is survived by his widow Lila, a daughter Marjorie, a son Richard, two brothers Alvin and Lee, a sister Joyce Hodge and four grandchildren.

Lyall W. Middleton, 86, retired signal maintainer for the former Northern Pacific at Toston, MT, died recently. Brother Middleton, retired in 1959 after serving 48 years with NP. A veteran of World War I, Brother Middleton was a 50-year member of Valley Lodge No. 21 A.F. and M., Elks, 100F, VFW and Rebekah Lodge. Also, he was a member of Scottish Rite and Algeria Shrine of Helena, and of BofRS St. Paul Lodge No. 87. He is survived by his wife Olive.

Charles Clayton Parker, retired signal maintainer for the Milwaukee Road at Piedmont, MT, died January 9, 1978. He was born October 30, 1905 in Elkhart, IN. Brother Parker worked on the Rocky Mountain division for about 40 years and held various positions in the signal department including those of signalman and foreman. He was very active in Brotherhood affairs and in Avery Lodge No. 4, having served as chief signalman, recording and financial secretary, local chairman and trustee at various times. He retired in 1970. Survivors include his wife Sarah; a daughter, Mrs. William (Alta) Thomas of Kennewick, WA; a son Raymond of Federal Way, WA; and five grandchildren.

Ray W. Mitten, retired signal shop foreman for the Santa Fe at San Bernardino, CA, died recently. Brother Mitten was a member of Mission Lodge 156 and had served as trustee. He had completed 45 years of service with the SFe when he retired in May 1968.

Carl F. Nelson, retired signal construction engineer, Lehigh Valley, died recently. Brother Nelson, a resident of Tunkhannock, PA, had completed 45 years of service when he retired in June 1958. He was a member of Bison City Lodge 151 and had served as chief signalman, recording & financial secretary.

Dallas R. Salisbury, retired signal maintainer for the former Northern Pacific at Shirley, MT, died recently. Brother Salisbury, a member of St. Paul Lodge 87, had completed 46 years of service when he retired in September 1968.

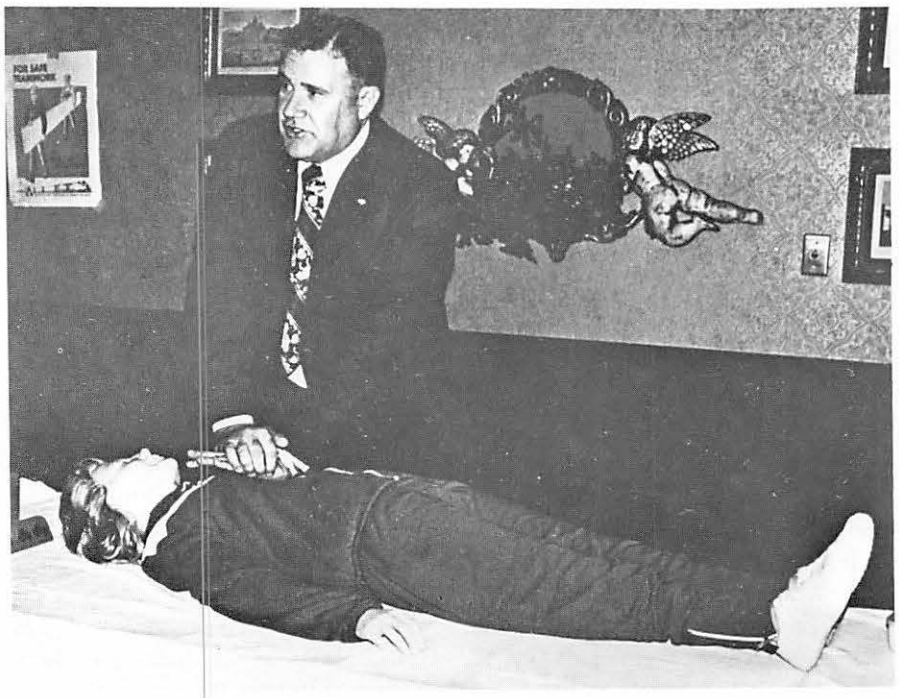
Clayton J. Scrivens, retired signal test maintainer for the former New York Central at Cleveland, OH, died recently. Brother Scrivens, a member of former Lodge 96, retired in January 1968 after 43 years of service with the railroad.

William H. Thornton, retired leading signal maintainer for the Baltimore & Ohio at Breese, IL, died recently. Born on September 28, 1915, Brother Thornton retired in January 1975 after completing 38 years of service with the railroad. He was a member of Winton Lodge 94.

Millard F. Turner, retired signalman for the Southern Pacific at Bakersfield, CA, died October 12, 1977. Brother Turner was a member of Los Angeles Lodge 104. He had completed 27 years of service when he retired in January 1972.

F. L. "John" Wygal, 55, signal maintainer testman for Consolidated Rail Corp. at Vandalia, IL, died November 17, 1977. Brother Wygal began his signal career as a helper in a signal gang on the former Pennsylvania in September 1951. He was a member of Jesse Clarke Lodge 41. The members of Lodge 41 extend their sincere sympathy to Brother Wygal's family.

News About Members



Hershel Oney, signal maintainer at Wartburg, TN for the Southern demonstrates cardio pulmonary resuscitation during a safety meeting for Southern Railway employees. Brother Oney is a member of Miller-Griffith Lodge 49.

Signal maintainer helps save lives

Hershel Oney, signal maintainer from Wartburg, Tenn., strongly believes people should know first aid. And he practices what he preaches.

Since 1968 Hershel has been taking every kind of lay medical course imaginable. What's he's learned he willingly shares with others.

He organized the Wartburg rescue squad and served as captain. He's demonstrated life-saving techniques at Southern safety meetings. He has used these techniques in emergency situations.

His training started with the standard first aid instructors' course sponsored by the American Red Cross. This required 44 hours of instruction. Then he moved to the advance course, and 56 hours later he was an authorized Red Cross first-aid instructor.

Hershel then completed a 20-hour, Navy-sponsored "self-help" course in Knoxville. He learned panic and riot control and how to operate bomb shelters.

After that, he enrolled in the Southeastern emergency care course at West Carolina Univesity. He learned about intravenous fluid techniques, handling pneymothorax victims and removing the injured from auto wrecks.

In order to operate an ambulance, Hershel took the emergency medical technician course, sponsored by the Tennessee State Health Department. He spent 80 hours at the University of Tennessee Hospital, part of the time in actual emergency room situations. He's certified by the Tennessee State Health Department.

"This was probably the hardest course because it covered everything," he said.

Hershel is also certified by the Tennessee Heart Association to perform cardiopulmonary resuscitation. There are many people thankful for their lives because of his know-how and training.

"It's so easy to lose a life," Hershel said, "but so simple to save one if you know what to do."

He has helped train many SR employees to handle emergencies. Hershel believes Southern's safety program is very good, but he'd like to see one change.

"I think all supervisors should be required to take first aid courses," he said. "And enthusiasm should be generated so all employees will enroll in local first aid courses."

BALTIMORE & OHIO: **Raymond Reynolds** and **C. W. Russell** signal maintainers of Londonderry, OH and members of Winton Lodge 94, have retired. **E. E. Rodehaver,** signal maintainer from Chauncy, OH, also a member of Local 94, has retired.

BOSTON & MAINE: **Willard J. Somes, Jr.,** of Pennacook, NH and a member of Bay State Lodge 120, has retired.

BURLINGTON NORTHERN: **Raymond W. Hale,** ctc maintainer at Big Timber, MT and a member of St. Paul Lodge, 87, has retired. **Loren J. Stromer,** signal maintainer at Lincoln, NE and **J. M. Brant,** also of Lincoln, have retired. Brothers Stromer and Brant are members of Lincoln Lodge 119. The following members of Great Northern Lodge 154 have retired: **Howard G. Codden** of Braham, MN; **Linden L. Lund,** signal shop foreman at St. Paul; and **Wendelin M. Thomas** of Sauk Centre, MN. **William B. Ketchem,** signal crew foreman at Corning, IA and a member of Aurora-Galesburg Lodge 103, has retired.

CHESAPEAKE & OHIO: **H. J. Cavendish** of Hinton, WV and a member of Clifton Forge Lodge 89, has retired. **Francis J. Favio** of Detroit, MI and a member of Valley City Lodge 123, has retired. **George W. Leist,** signalman of Barboursville, WV and a member of Tri-State Lodge 136, has retired. **James S. Osborn** of Radnor, OH and a member of Hocking Lodge 216, has retired. **Clark Seder,** signal main-

tainer from Birch Run, MI and a member of Valley City Lodge 123, has retired. Another member of Local 123 who has retired is **Wilbur L. Manglitz,** signal maintainer of Holland, MI. **C. A. Stanley, Jr.,** signal maintainer at Gordonsville, VA and a member of Richmond Lodge 148, has retired.

CHESSIE SYSTEM: **Darl Vann,** signal maintainer at Hancock, MD; **H. C. Willison,** signal maintainer at Cumberland, MD; **Volen W. Mayle,** signal maintainer at Salem, WV; and **G. W. Lee,** signal maintainer at Rowlesburg, WV, have retired. Brothers Vann, Willison, Mayle and Lee are members of Monumental City Lodge 31. **E. L. Chattin,** signal maintainer at Talcott, WV and a member of Clifton Forge Lodge 89, has retired. Also retiring and a member of Lodge 89 is **Thomas L. Irvine,** signal maintainer of Low Moor, VA. **G. J. Erford,** lead signal maintainer of North Baltimore, OH and a member of Winton Lodge 94, has retired. **O. C. Lippy,** assistant signal maintainer at Powhatan, VA and a member of Richmond Lodge 148, has retired.

CLINCHFIELD: **James I. Bradshaw,** resident of Erwin, TN, and a member of Townsend Lodge 198, has retired.

CHICAGO & NORTH WESTERN: **Donald E. Armstrong** of Escanaba, MI and a member of J. C. Gerke Lodge 9, has retired.

CONRAIL: **Thomas B. McGill,** of Lawrenceburg, IN and **Richard W. Hartsock** of Marion, IN, have retired. Brothers McGill and Hartsock are members of Givan Lodge 15. **Charles R. Richards** of Maud, OH and a member of Galion Lodge 30, has retired. **L. A. Urso** of Ashtabula, OH and a member of Steadfast Lodge 35, has retired. **S. J. Stanek** of East Chicago, IN and a member of Lodge 38, has retired. **J. B. Finegan** of Middleton, PA and a member of Capitol City Lodge 50, has retired. **Francis C. Ryder** of Latrobe, PA and a member of Greensburg Lodge 62, has retired. **Leroy Morris** of Plymouth, IN and a member of Victory Lodge 73, has retired. **John F. Robinson** of Albany, NY and a member of Albany Lodge 80, has retired. The following members of Two Rivers Lodge 88 have retired: **C. Baylor** of Washington, NJ; **Paul E. Dilger** of Port Jervis, NY; **Donald G. Earl** of Wanague, NJ; and **Lewis**

Live Better Work Union

BofRS members David King (left) and James R. Dean (right) check out circuitry at new crossing warning devices installed in Houston, TX. Dean is BofRS local chairman on the Houston Belt & Terminal. The picture is a reproduction of a slide featured in Texas' operation Lifesaver public education program to save lives at rail-highway grade crossings. Brother King and Dean are members of Robertson Lodge 206.

Gallagher. T. H. Pickens of Rahway, NJ and a member of Trenton Lodge 102, has retired. **J. C. Watterson,** a member of Akron Lodge 109, has retired. The following members of Pitt Lodge 112 have retired: **B. L. Boocks** of Imperial, PA; **Woodrow O. Gammon** of Columbus, OH; and **H. M. Parks** of Uhrichsville, OH. **Earl Jones** of Flora, IN and a member of Lodge 212, has retired. **Peter Brennan** of Bayonne, NJ and a member of McAdoo Lodge 54, has retired. **Lloyd D. Strunk** of Battle Creek, MI and **Donald L. Smith** of Winamac, IN, have retired. Brothers Strunk and Smith are members of Jackson City Lodge 28. **Vincent P. Pushinaitis** and **Peter Tomachick** of Scranton, PA, signalmen on the former Erie Lackawanna and members of Deposit Lodge 145, have retired. **Frank C. Stamski,** a signalman with the former Lehigh & Hudson River at Warwick, NY, and a member of Grand Lodge 200, has retired. **Charles W. Smith,** a signalman with the former Indianapolis Union and a member of Lodge 218, has retired. **Glen W. Arnold,** a signalman from Clifton Springs, NY and employed by the former Lehigh Valley, has retired. Brother Arnold is a member of Bison City Lodge 151. **William H. Collins** employed on the former New York, New Haven & Hartford at Bridgeport, CT, has retired. Brother Collins is a member of Nutmeg Lodge 7. The following signal department employees of the former Reading have retired: **William C. Brown** of Schuykill Haven, PA; **Andrew C. Foesig** of Lebanon, PA; and **Otto E. Schleifke** of Reading, PA. Brothers Brown, Foesig and Schleifke are members of Reading Lodge 26. Also retiring is **R. W. Shuey** of Annville, PA and a member of Liberty Lodge 53.

ILLINOIS CENTRAL GULF: **Marion E. Hunt,** signalman of Freeport, IL and a member of East Dubuque Lodge 29, has retired.

LONG ISLAND: The following members of Aeriel Lodge 56 have retired: **E. J. Bazazian** of Flushing, NY; **Daniel J. Dresch** of Yaphank, NY; **John H. Hertlein** of Bellport; **J. E. Kenna** of North Patchogue; **W. M. Leonelli** of Brentwood; **H. Seltzer** of Valley Stream; **Stephen Voytovich** of Babylon and **Robert F. Wood** of Melville.

MILWAUKEE ROAD: **B. D. Barton,** a member of Milwaukee Lodge 61, has retired.

MISSOURI PACIFIC: **A. L. Matthews** of Palestine, TX and a member of Robertson Lodge 206, has retired. **C. H. Mayes** of Odessa, TX and **N. M. Rust, Jr.** of Waskom, TX and members of Fort Worth Lodge 141 (Texas & Pacific) have retired.

LOUISVILLE & NASHVILLE: **Herbert Rodgers,** leading signal maintainer at Dalton, GA, has retired. Brother Rodgers is a member of Risedon Lodge 208.

MAINE CENTRAL: **Wilson McCray,** a resident of Lewiston, ME and a member of Lodge 115, has retired.

NORFOLK & WESTERN: **J. E. Goodrich,** signalman, and a member of Wabash Lodge No. 55 at Decatur, IL, has retired.

ROCK ISLAND: **Freddy J. Armer,** a member of Martin Lodge No. 17 and a resident of Irving, TX, has retired. **Ned E. Pence,** a resident of Oskaloosa, IA, and a member of Rock Island Lodge No. 183, has retired.

SANTA FE: **G. Bottomley,** signal maintainer at Arkansas City, KS and a member of Midwest Lodge 33, has retired. **Arthur R. Streator** of Colton, CA and a member of Mission Lodge 156, has retired. **R. A. Sumner** of Canadian, TX and **Julian J. Jones** of Snyder, TX, have retired. Brothers Sumner and Jones are members of Rocky Mountain Lodge 161. **Donald A. Shryock** of Sanger, CA and a member of San Joaquin Valley Lodge 173, has retired. **Stephen Moffitt** from San Bernardino, CA and a member of Mission Lodge 156, has retired.

SEABOARD COAST LINE: The following members of Lodge 16 have retired: **A. T. Cloninger,** signalman of Jacksonville, FL; **Arthur W. Dutton,** signal maintainer at Jacksonville; **J. L. Hinely,** assistant general foreman at Savannah, GA; **William A. Massengill,** assistant signal maintainer at Kissimmee, FL; **W. F. McKenzie,** signal maintainer at Rincon, GA; **Houston Pressley,** signal helper at Monroe, NC; and **I. E. Scott,** signal maintainer at West Palm Beach, FL.

SOO LINE: **J. L. Des Jardins** of Marquette, MI and a member of Soo Line Lodge 6, has retired.

SOUTHERN: **T. E. Smith** of Camak, GA and **N. Trimble, Jr.** of Louisville, KY and members of Miller-Griffith Lodge 49, have retired. **Jack R. Blackwell,** signal maintainer at Marshall, NC and a member of Walter Lodge 110, has retired.

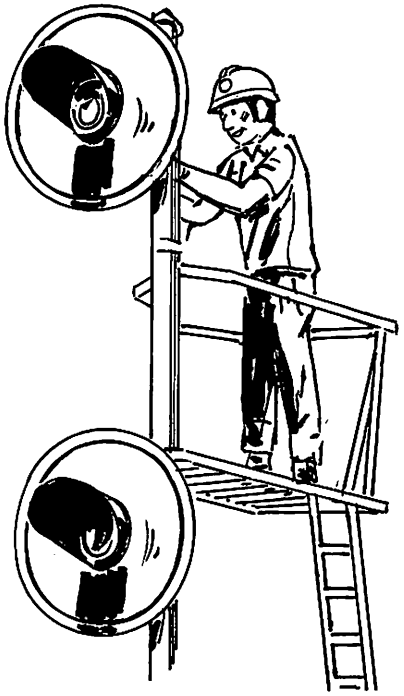
SOUTHERN PACIFIC: **James E. Sweat,** signalman of Irvington, CA and **Milton H. Knigge** of Oakland, CA, have retired. Brother Sweat and Knigge are members of Oakland Lodge 92. **Rudolph J. Kutach** of San Antonio, TX and a member of Gulf Coast Lodge 99, has retired. **L. R. Phillips** of Bellflower, CA and a member of Pacific Electric Lodge 100, has retired. The following members of Los Angeles Lodge 104 have retired: **Charles V. Brown** of Colton, CA; **H. M. Cox,** signal maintainer of Tulare, CA; and **Clarence J. Jones,** signalman, now residing in Globe, AZ. **Woodrow W. Kyler** of Tucson, AZ and a member of Tucson Lodge 126, has retired. **Lawrence B. Meakins** of Springfield, OR and a member of Roseburg Lodge 152, has retired. The following members of P. J. Lukes Lodge 153 have retired: **Leo F. Shipp,** signal maintainer of San Jose, CA and **William J. Kendall** of Atascadero,

CA. **Clement L. Michel,** signal maintainer of Auburn, CA and **Udale Higley,** signal maintainer at Lovelock, NV, have retired. Brother Michel and Higley are members of Sacramento Lodge 179. **C. J. Livak,** lead signalman of Tulare, CA and a member of Los Angeles Lodge 104, has retired.

UNION PACIFIC: **Raymond Easton** of Milford, UT and a member of Eureka Lodge 19, has retired. The following members of Rock Springs Lodge 8 have retired: **Orville D. Johnson** of Pierce, CO; **E. V. Penner** of Juniata, NE; **E. J. Thompson** of Omaha, NE; and **Clifford A. Wise** of Pine Bluffs, WY.

WASHINGTON TERMINAL: **Robert G. Shumaker,** a member of National City Lodge 114, has retired.

SAVE JOBS
BUY UNION



Signalman Sam says: "It's important for the engineer to get the proper signal. Also, my Congressman should get my proper signal. I'll write him today and give him my views."

CONVEYING A TRAIN

Pat, the sky is over cast,
The weather is affright.
The wind is blowing fiercely,
It's a dark and stormy night.
Fasten back the heavy curtains
To keep out the rain,
As we leave the station
With the long limited train.

Now over the slippery rails,
Our engine seems to leap,
While most of the passengers
Are reposing, fast asleep.
Through the valley we are speeding
Over rivers, past many a farm,
You know it is our solemn duty
To protect this train from harm.

Pat, I surely am glad
The signal lights are bright;
What would we be doing,
With out them tonight?
Doesn't our head-light seem dim?
It is pelted with rain,
As we are speeding along
With the fast limited train.

Dear, I only now hope
as presentiments form,
That the time-freight ahead,
Has no trouble in this storm.
The home signal is clear,
on the siding they stand;
We just passed the engineer,
He was waiving his hand.

Pat, we are at the cross-over,
The block signal is green;
Throw on more, more coal,
And keep up the steam.
Many miles have we traveled,
But everything is fine
With the grand limited train
We have brought in on time.

By Gustave Telschow, retired signal maintainer, Chicago & North Western, and member of Madison Lodge 39.

They said tuberculosis was hopeless.

They said polio was hopeless.

They said smallpox was hopeless.

Cancer is only a disease.

Even when most people considered the struggle against polio hopeless, the people who worked in medical research believed they would someday find the answer.

The same was true for tuberculosis. And for smallpox. The same is true for cancer now.

We know because we hear from people doing medical research in laboratories all over the country. They talk to us because they all need support. They are all excited because they all think they're on the right track. And that the work they're doing will unlock a secret and lead to a solution for cancer. And you know what?

At least one of them is right. But which one? We must support them all.

American Cancer Society

We want to cure cancer in your lifetime.

Interlocking: Relay type

METHODS OF CONTROL

All-relay interlocking systems are controlled by either direct wire or code control, but regardless of the system or method of control, the same principles govern and the same general pattern is followed in the design of the safety circuits surrounding the functions at the field location. In fact, it is difficult to determine the type of system or control by an examination of the field circuits beyond the communication portions thereof.

Figure 901 illustrates diagrammatically the interrelation between the various systems. It is intended to emphasize the importance of a thorough understanding of the relay interlocking principles and circuiting surrounding the wayside functions, as these are common to the various systems. It will be noted from Figure 901 that starting from a control machine of the individual lever (IL) type, we can proceed through the control office indication and control circuits via direct wire to the field functions or through office indication and control circuits via direct wire to field indication and control circuits to the field functions or through control office code relays via two line wires to field code relays—ending in each case at the relay interlocking of the field functions. Likewise, starting from an entrance-exit (NX) type machine and proceeding through the network circuits one can then, by any one of the three before-mentioned communication means, again arrive at the same relay interlocking of the field functions.

Controls and Indications

When a control machine operator sets up a route in an interlocking, he turns a knob or manipulates levers to send out controls to operate a switch machine, signal or other devices in the interlocking plant. When the device has operated to the position called for, an indication is transmitted back to the control machine to tell the operator that the device has responded properly to his control.

Direct Wire Near Group Control

A near group, Figure 902, is controlled over direct wires from the control machine to the control relays. This system requires a relatively large number of line wires. When the distance between the control machine and the control relays becomes great enough, it is no longer economical to use direct wire control.

Direct Wire Remote Group Control

With remote group direct wire control, Figure 903, the controls and indications are carried through relays in the tower to relays in the wayside case. These relays in turn control relays which operate the switches and signals. Many of these controls and indications run over the same line wires. This method of control has its limitations, again from the cost of line wire, as the distance from the control machine to the field location increases.

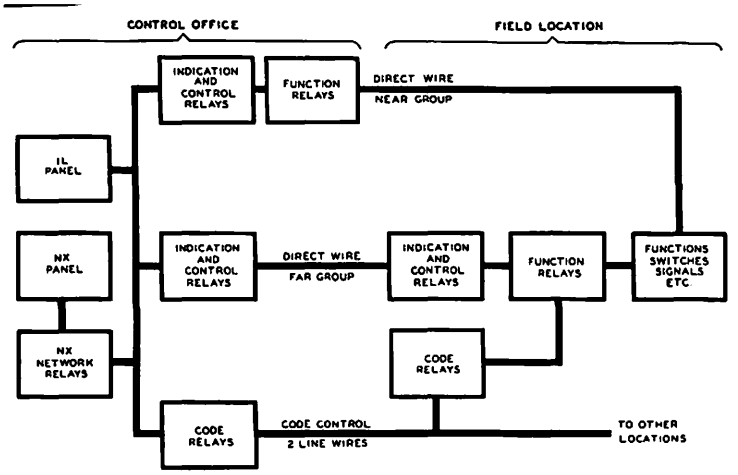


Fig. 901: Interrelation of systems.

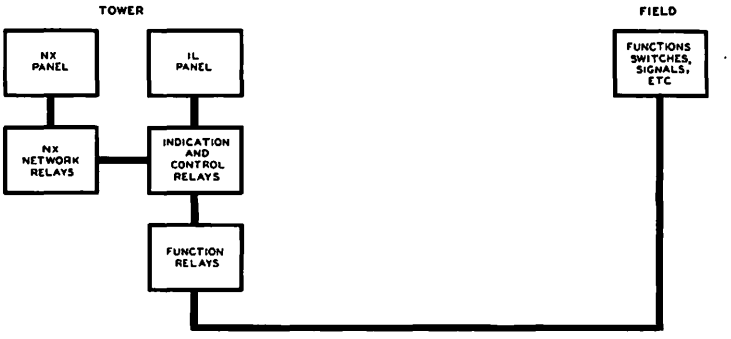


Fig. 902: Direct wire near group control.

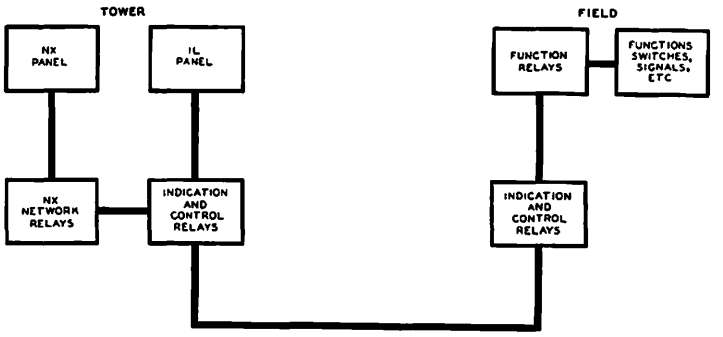


Fig. 903: Direct wire remote group control.

News from Canada

ARU gets agreement with the railways

The Associated Railway Unions signed a memorandum of settlement February 21 after more than four months of negotiation with CN, CP and 11 smaller railway companies.

The settlement, which offers improvements in the areas of wages, job security, pensions and various fringe benefits including passes, is being presented to the ARU General Conference today with a recommendation that it be accepted for subsequent presentation to the membership for ratification.

It must be remembered that Anti-Inflation Board guidelines, limit this and all other 1978 settlements under federal jurisdiction. Notwithstanding the guidelines, however, the settlement does offer a number of improvements in both compensation and conditions that the negotiating committee feels are of significant benefit to railway workers in Canada.

These improvements include the following:

- All basic rates to be increased 6%;
- Maximum sickness benefits to be increased to $160 from $147 per week;
- Existing pass privileges to be protected following VIA Rail's takeover of passenger service;
- Paid-up life insurance upon retirement to be increased to $3,368 from $1,000;
- Benefits for pensioners who retired before 1973 to be increased;
- Pension plans to be reopened to employees who had previously opted not to participate in them;
- Automobile mileage allowances to be increased to 18 cents from 15 cents;
- Union-management administrative committees to be given more authority in handling claims for benefits under the job security agreement;
- Access to supplementary unemployment benefits for employees affected by layoffs to be made easier and relocation allowances for those displaced to be increased;
- Negotiations aimed at enlarging employment opportunities for railway employees to be started within 45 days and completed within four months;
- Plans to contract out work normally performed by railway employees to be fully disclosed in advance and be subject to grievance arbitration if disputed by the union involved;
- Policy requirements limiting the loss of wages due to lateness caused by adverse weather conditions to be eased;
- Railways to pay for the printing of agreements; and,
- Provision for individual unions to adopt, if desired, a means to limit the protection of seniority rights of employees promoted out of the bargaining unit after a period of two years.

In addition, there are improvements negotiated by individual ARU affiliates covering various seniority and work rules.

The settlement, if ratified, becomes effective retroactive to Jan. 1 and its conditions will extend to Dec. 31.

Negotiations for a succeeding agreement would begin before its expiry and unless the government changes its policy again, the next round would not be subject to wage controls as they existed in this round.

TALKS CONTROLLED: These negotiations began last October. For only the second time, all 17 railway unions agreed to press their demands jointly as the ARU. They were led, for the first time, by Carman Ray Peer who was elected to succeed BRAC's R. C. Smith, who resigned as chairman after the last round.

Wages controls put a damper on talks involving cost from the outset. But even on issues that were not subject to the controls, progress was slow.

Finally, on Feb. 2, the ARU broke off talks and petitioned Labour Minister John Munro to intervene. Within days, he appointed his assistant deputy minister W. P. Kelly as a conciliator. The two sides were brought back together and kept talking until the settlement was reached.

WAGES: According to railway economists, the 6% wage increase would add about $900 to the gross pay of someone who earned $15,000 in 1977. For a married man with two children, about $115 of that would be deducted for income tax.

PENSIONS: The pension plan reopener provision would allow employees who opted out in the past, to join or rejoin the plans in respect to future service. They would not be able to buy back in for past service.

The improvements for pensioners who retired before 1973 equal an amount equivalent to 0.2% of 1977 gross payroll. This should provide a dollar increase equal to past adjust-

ments. The respective railway pension board or committee, the proposed new agreement says, would "determine the adjustments to be made to individual pensioners and survivors as quickly as possible after ratification."

CONTRACTING OUT: Letters of understanding concerning contracting out on both major railways and VIA express the intention to limit its practice except in situations where there is not sufficient skilled manpower, appropriate equipment or time to do otherwise. It further provides for a procedure whereby the company must advise a union in advance of its intention to contract out. If the union objects, the new procedure would allow for appeal, through the grievance machinery.

PASSES: On the pass issue, a letter of understanding points out that CP will relax its current pass restrictions for travel on the "Canadian" to coincide with procedures now in effect on CN's transcontinental service whereby pass holders may travel for free if seats are available. Beyond that, it provides that existing pass policies for CN and CP will be maintained with respect to VIA-run trains for the duration of the agreement.

JOB SECURITY: With regard to the job security agreement, a number of changes are proposed, including one to expand the authority of administrative committees to decide claims that now go to arbitration. It also enables the committees to approve the introduction of the inverse seniority principle during layoff situations. This principle, gives senior employees the option to take a layoff with benefits rather than bump a more junior man.

Another proposed change would expand eligibility for retraining to include members faced with a relocation they don't want.

As for relocation procedures, proposed changes would reduce the length of service requirement for allowances to two years from three. They would further upgrade most allowances. Several examples are as follows: Incidental expenses up to $400 from $300; transportation expenses up by $25; mileage allowances up to 18 cents from 15 cents; and reimbursement allowances, if an employee loses money on the sale of his home, up to $4,500 from $3,000.

In addition, the changes would provide for the possible reduction in size of seniority territories through negotiation.

Les Syndicats associés des chemins de fer ont signé un mémoire d'entente le 21 février après plus de quatre mois de négociation avec les sociétés CN, CP et onze chemins de fer secondaire.

Le Règlement qui propose des améliorations dans le domaine des salaires, de la sécurité d'emploi, des pensions et divers autre bénéfices marginaux dont les passes sur les trains, sera soumis à la Conférence générale des SAC aujourd'hue accompagné d'une recommandation qui préconise son acceptation avant que le tout est remis aux adhérents pour leur ratification.

N'oublions pas que la Commission Anti-inflation a restreint cette entente et toutes autres ententes sous la juridiction fédérale. Nonobstant les régulations, le contrat prévoit suffisamment de gains dans les domaines de compensations et conditions de travail pour satisfaire le comité de négociation que le cheminot au Canada a tiré assez bon profit.

Les gains sont comme suit:

- Tous les taux de base augmentés de 6p.100;
- Les prestations hebdomadaires maximums offertes pour congé de maladie seront élevées de $147 à $160;
- Le Systéme de passes existant s'appliquera au réseau VIA, après que cette société a pris la suite du service passager;
- L'assurance-vie libérée à retraite sera augmentée de $1,000 à $3,368;
- Les retraités qui ont pris leur retraite avant 1973 verront leur pension augmentée;
- La réouverture des régimes de pension aux employés qui n'y ont pas participé dans le passé;
- Une indemnité de déplacement calculée à tant par mille, élevée de 15¢ à 18¢;
- Le Pouvoir des comités d'administration (patronal-syndical) sera amplifié dans le domaine des réclamations portant sur la sécurité d'emploi;
- L'accès aux prestations supplémentaires d'assurance-chômage sera moins restreint pour les employés affectés par des mises à pied ainsi qu'une hausse d'allocation de déplacement pour les employés mutés;
- Les négociations qui auront pour but à étendre les possibilités d'emploi des cheminots, débuteront dans les 45 jours pour une période de quatre mois;

For Canadian residents only:

Allow 6 weeks for change to take effect. Form ML-1 Rev. 6/67

Moving? Let us know!

Please send your new address to:

Brotherhood of Railroad Signalmen,
1396 St. Catherine St. W., Suite 323, Montreal, Que. H3G 1P9

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **Province** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

• Tout projet qui exige la sous-traitance d'un ouvrage normalement exécuté par les employés de chemins de fer, sera divulgé en détail au syndicat et sera sujet à l'arbitrage des griefs si le syndicat en question décide de le contester;

• Les politiques qui régissent les coupures de salaires dans les cas de retard occasionné par l'intemperie, seront moins sévères;

• Les Sociétés ferroviaires assumeront le coût de l'impression des conventions collectives; et

• Des provisions offrant aux syndicats individuels la prérogative d'adopter des mesures qui limiteraient la protection de l'ancienneté à deux ans de tout employé occupant un poste non-syndiqué.

En outre, il y eut des gains négociés individuellement par les affiliés des SAC sur divers règlements portant sur l'ancienneté et les conditions de travail.

Dans l'éventualité de la ratification, l'entente sera rétroactive au 1 janvier et ses conditions resteront en vigueur au 31 décembre 1978.

Les négociations du prochain contrat commenceront avant son expiration et à moins que le gouvernement fédéral ne change encore d'avis, elles ne seront pas assujetties aux contrôles.

LA NEGOCIATION RESTREINTE: Les Négociations ont débuté au mois d'octobre. Ce fut la deuxième fois que l'ensemble des 17 syndicats ferroviaires ont convenu à présenter leurs revendications conjointement sous l'égide des SAC et pour la première fois sous la présidence de M. Ray Peer de la Fraternité des Wagonniers, qui a succédé à M. R.C. Smith. M. Smith avait démissionnée de ses fonctions de président des SAC à la clôture des dernières négociations.

Du Début, les contrôles avaient éteint l'enthousiasme des négociateurs sur les gains pécuniairies. Mais il faut dire que le progrès a été lent même dans les domaines non régis par les contrôles.

Les SAC ont rompu les pourparlers le 2 février et ils ont réclamé l'intervention du Ministre du travail, M. John Munro. Quequels jours plus tard, ce dernier a nommé son sous-ministre, M. W.P. Kelly, en qualité de conciliateur. Les deux parties se sont à nouveau réunies à la table et ils y sont restées jusqu'à la conclusion du présent contrat.

SALAIRES: D'après les économistes ferroviaires, la hausse salariale de 6p.100 suppléerait le salaire brut d'un employé qui gagnait $15,000 en 1977 par environ $900. Un homme marié avec deux enfants payerait environ $115 de cette augmentation au gouvernement en forme d'impôt.

PENSIONS: La disposition de réouverture du régime de pension aux employé qui n'y ont jamais participé ou qui s'en sont retirés, permet leur admission ou leur réadmission à partir de leur future service seulement. Il ne leur sera pas permis de contribuer rétroactivement pour couvrir leur service passé.

LA SOUS-TRAITANCE: Une lettre d'entente au sujet de la sous-traitance de travail par le CN, CP et VIA entend limiter cette pratique à l'exception des cas où il manque de main d'oeuvre qualifié ou d'équipement voulu, ou si le temps est limité. En outre, la lettre prévoit des règlements, qui obligeraient à la société de soumettre un préavis au syndicat. Si de sa part, le syndicat décide de contester la sous-traitance de travail, il pourra le faire par l'entremise du procédé de griefs.

LES PASSES: Une lettre e'entente sur la question des passes prévoit des restrictions moins sévères par CP sur le Canadien, afin de rapprocher cette société plus prêt des pratiques en vigueur au service transcontinental du CN sur lequel les membres qui possèdent des passes peuvent voyager sans frais tant qu'il y a des sièges libres. De plus, la lettre prévoit que toutes les politiques qui gouvernent les passes auCN et au CP actuellement, soient appliquées au réseau VIA pour la durée de cette entente.

LA SECURITE D'EMPLOI: En matière de sécurité d'emploi, plusieurs modifications ont été proposées à l'entente, dont une qui étend le pouvoir des comités administratifs à régler les cas qui sont présentement soumis au procédé d'arbitrage. Ces mêmes comités auront l'autorité d'approuver l'instauration du principe d'ancienneté inverse durant les périodes de mise à pied. Ce principe permet à un employé sénior de choisir les prestations de mise à pied au lieu de déplacer un employé junior.

Une autre des modifications étend le champ d'éligibilité pour la rééducation professionnelle, ainsi offrant une option aux employés qui sont sous réserve d'un déplacement.

Quant aux procédés de déplacement, il fut proposé de diminuer la durée du service requis pour être éligible aux allocations, de trois à deux ans. En voici quelques exemples:

Frais divers augmentés de $300 à $400; frais de transport élevés par $25; dépenses de déplacement à tant par mille augmentés de 15¢ à 18¢ ainsi qu'une allocation de remboursement plus élevée de $3,000 à $4,500, aux employés qui ont dû vendre leur maison à un prix déficitaire.

En plus, les modifications prévoient la possibilité de réduire l'étendue des territoires d'ancienneté par l'entremise de négociations.

John T. Hill, retired signal helper for the Canadian National at Brantford, Ont., died recently. Brother Hill had completed 17 years of service when he retired in 1969. He was a member of Burman Lodge 165.

Regional meeting to be held in Edmonton in May

Brotherhood of Railroad Signalmen is planning to hold a regional meeting at Edmonton, Alberta on Saturday, May 13, 1978. Although details are not available at press time, a program similar to that held in Toronto, Ontario on March 12, 1977 is planned. Canadian members are urged to mark their calendars and plan to attend the May 13, 1978 meeting in Edmonton. The meeting will be held at the Hotel Macdonald at 10065 100th Street.

Young Pioneers Lodge 118

Retired General Chairman and Grand Lodge Representative Norm Cotton makes presentation of plaques to Brothers Kearney, Rose, and Dupont.

General Chairman A. G. (Tony) Cunningham makes presentation of continuous membership pins and golf caps to Brothers Dupont, Rose, and Kearney.

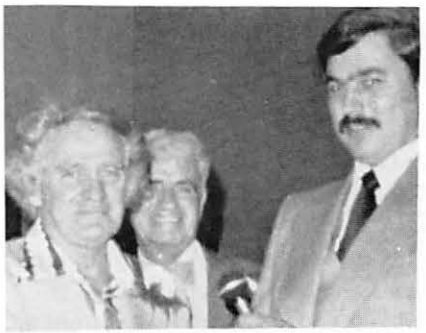
Brother Cunningham making presentations to Brother Andre Monat who was Financial Secretary of Local 118 for 20 years.

Brother Ray Kearney receives congratulations and donation from Local Secretary-Treasurer 118 Pat O'Halloran.

Young Pioneers Lodge 118 honors its pensioners

Recently Local 118 held its Annual Pensioners dinner dance in Montreal, and honoured four pensioners. They were: Brothers Steve Dupont, Gaston Rose, Ray Kearney, and Andre Monat. Unfortunately Brother Monat was unable to come to the dinner, but Brother Cunningham made a presentation to him at his home a few days later. There was another fantastic turn-out by members of Local 118, and Brother Cunningham thanked them all for their support, as it has made it all worthwhile for him to organize and put this Annual Pensioners Party together for the past nine years, and he was confident that they will continue to support the efforts of Local 118 in the future.

Brother Gaston Rose receives congratulations and donation from Local Chairman 118 Louis Clement.



Brother Steve Dupont receives congratulations and donation from Local Chairman 118 Yvan Lemieux.

M. L. "Len" Murphy, retired signal maintainer for the Canadian National at North Bay, Ont., died recently. Brother Murphy began his signal career on the CN in 1927 and worked at various locations in Northern Ontario before becoming signal maintainer at North Bay. He retired in 1970 after serving over 42 years with CN. Brother Murphy was a charter member of Northland National Lodge 204 and had served as financial secretary from its founding until his retirement. He is survived by his widow Leona; daughters Moira (Mrs. Bruce Montgomery of Toronto), Colleen (Mrs. Cicci of Toronto) and Sharon (Mrs. John Philips of Port Perry); sons Gary (CN signal maintainer at Kukatush), Michael (CN leading signal mechanic at London, Ont.), Danny (CN leading signal mechanic at Toronto), and Shawn at North Bay. Sincere sympathy is extended to Brother Murphy's family by the members of Lodge 204.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

Aurora, CO 80010
John J. Rossi, Morrisard
& Rossi, 1901 Peoria St.,
Suite 202
Tel. (303) 366-3501

Baltimore, MD 21202
Savage, Jones, Tingle &
Schwartzman, 10 Light St.,
30th Floor, Maryland
National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, NJ 07621
Charles J. Tyne, 104 North
Washington Ave.
Tel. (201) 384-9433

Birmingham, AL 35203
Rives, Peterson, Pettus,
Conway, Elliot & Small, 800 First
National-Southern Natural
Bldg., 1900 Fifth Ave., North
Tel. (205) 328-8141

Boston, MA 02108
Francis H. Farrell, Suite 701,
Old South Bldg.
294 Washington St.
Tel. (617) 542-3270

Chicago, IL 60602
Henslee, Monek and Henslee,
1200 Madison Bldg.
120 West Madison St.
Tel. (312) 782-5925

Cleveland, OH 44114
Gaines, Stern, Schwarzwald & Robiner
Co., L.P.A.
1700 Investment Plaza
1801 East 9th St.
Tel. (216) 781-1700

Denver, CO 80030
Ratner, Mattox, Ratner,
Ratner & Barnes, 3090 West
72nd Ave., Westminster
Tel. (303) 427-1414

Houston, TX 77002
Downman, Jones & Granger
1200 Houston First Savings Bldg.,
711 Fannin
Tel. (713) 224-3366

Indianapolis, IN 46204
Edward J. Erpelding,
Erpelding & Zika,
Indiana National Bank Tower, Suite
1680
Tel. (317) 632-4437

Kansas City, KS 66101
Ratner, Mattox, Ratner, Ratner
& Barnes, 855 New Brotherhood Bldg.,
Tel. (913) 321-2619

Kansas City, MO 64105
Norman R. Jones, Suite 826,
Commerce Tower, 911 Main St.
Tel. (816) 421-5411

Los Angeles, CA 90013
Frederick L. Nelson,
304 South Broadway, Suite 404
Tel. (213) 629-2214

Los Angeles, CA 90036
Bodle, Fogel, Julber, Reinhardt
and Rothschild,
5900 Wilshire Blvd., Suite 2600
Tel. (213) 937-6250

Miami Beach, FL 33141
Hastings & Goldman
300 71st St., Suite 530
Tel. (305) 861-4971
Tel. (800) 327-4552

Minneapolis, MN 55402
Rerat Law Firm, P.A.
656 IDS Center,
80 South Eighth St.
Tel. (612) 339-9231
Tel. (800) 328-8608

New York, NY 10017
Elkind & Lampson, P.C.
122 E. 42nd St., Suite 1515
Tel. (212) 986-4921

Oakland, CA 94612
Frederick L. Nelson
1212 Broadway, Suite 830
Tel. (415) 451-6732

Pittsburgh, PA 15219
Evans, Ivory & Evans,
711 Frick Bldg.
Tel. (412) 471-3740

Portland, OR 97204
Carlton R. Reiter
Reiter, Bricker, Zakovics & Querin, P. C.
1200 Wilcox Building
Tel. (503) 226-1151

Salt Lake City, UT 84101
Wayne L. Black, Suite 400,
Ten West Third South St.
Tel. (801) 328-9741

Syracuse, NY 13202
J. Murray Dunn,
707 State Tower Bldg.
Tel. (315) 422-0303

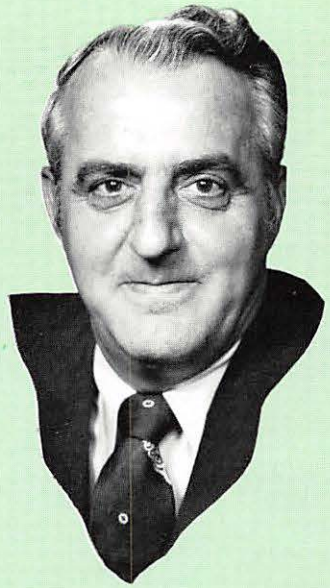
Tucson, AZ 85705
John P. Somers,
220 East Speedway Blvd.,
Tel. (602) 882-0920

Vicksburg, MS 39180
Ramsey, Bodron, Thames &
Robinson, Suite 7,
First National Bank Bldg.,
P.O. Box 1359
Tel. (601) 636-5561

Washington, DC 20036
Highsaw, Mahoney & Friedman
1050 17th St., N.W.
Tel. (202) 296-8500

Wichita, KS 67201
Ratner, Mattox, Ratner, Ratner
& Barnes, 444 North Market, P.O. Box
306
Tel. (316) 262-6423

Wichita, KS 67202
John C. Frank,
615 Union National Bldg.
Tel. (316) 264-0345



Bates' Commentary

In the space of just 10 days, the value of a railroad signal system to the safety of train operation has been ably demonstrated. The first incident was a derailment. The second incident was prevention of a derailment because the signal system did its job.

On February 26, 1978, an Atlanta & St. Andrews Bay freight train derailed at Youngstown, FL with spillage of chlorine gas from a ruptured tank car. Eight persons were killed and several injured. This line did not have a signal system. Ten days later, a 98-car Burlington Northern Freight train was stopped by a red block signal near Denver, CO. The engineer was able to stop short of a section of rail that had been broken by an earthmover crossing the tracks. The signal system had prevented a derailment.

These two incidents point up the need for a signal system to provide for the safe operation of trains, regardless of speed.

The integrity of the rails over which trains move is maintained by the signal system. This seems fundamental, yet we mention it because it is not obvious to many operating railroaders.

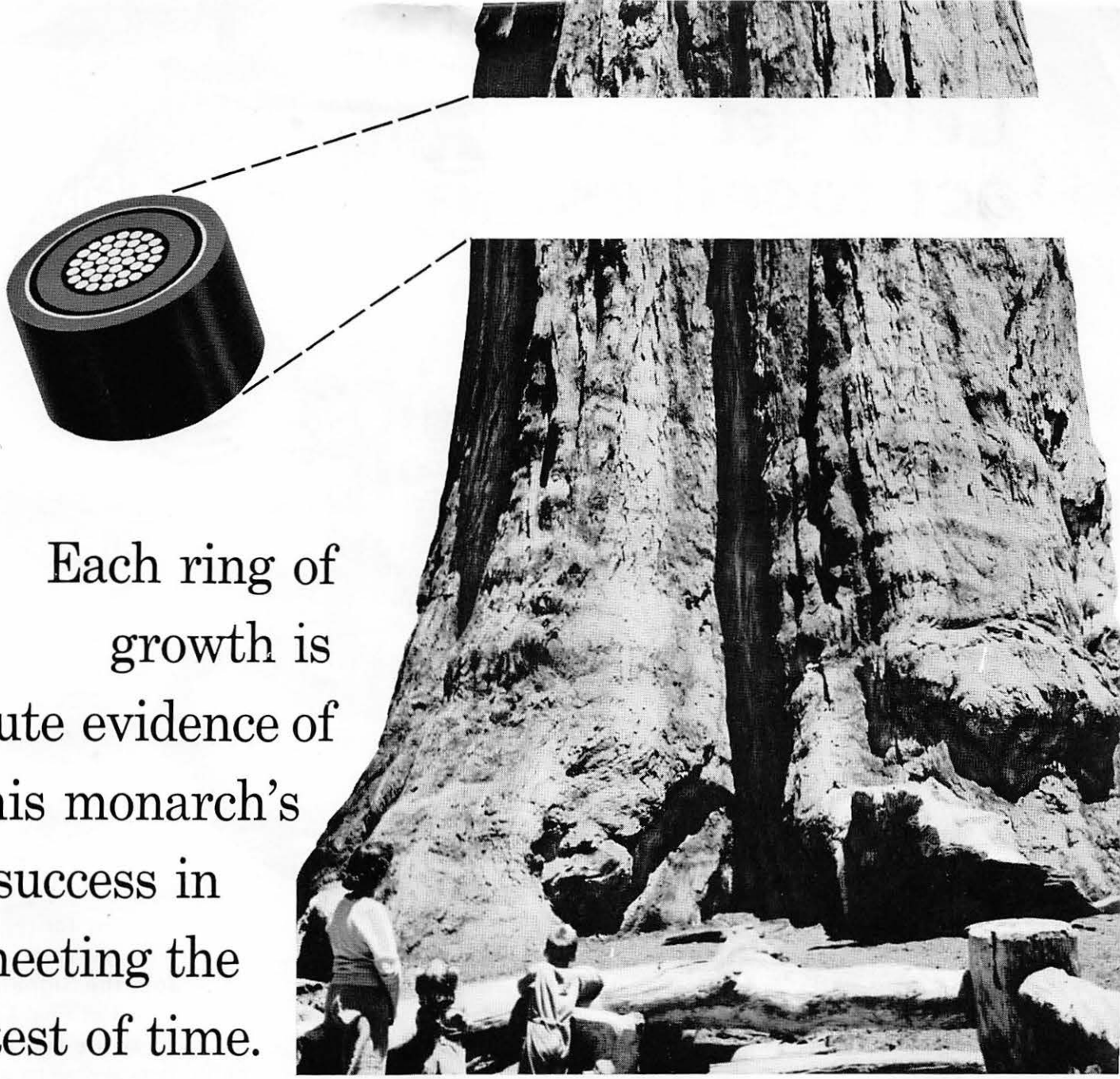
National Transportation Safety Board Acting Chairlady Kay Bailey said that it probably would have taken the saboteur about 20 to 30 minutes to remove the joint bar bolts and pry the rail out of alignment at the Florida wreck site. Once the rails were separated, a signal system would have detected this and signals would have been set to the Stop aspect. It seems reasonable to assume that the engineer of the approaching train would have seen such a Stop or Red signal and been able to stop short of the disjointed track. NTSB member Francis Adams made the same point. He said: "there were no block signals on the line, which would have turned red and alerted the engineer to danger when the joint was disconnected."

It seems clear that the Federal Railroad Administration rules for installing signal systems should be changed. The A&StAB was not required to have a signal system because trains operated at less than 49 mph. The reason for installing signals should not necessarily be speed, but more important should include the need for safe operation of trains. Signal systems should be installed where hazardous materials are hauled by freight trains. Speed is but one factor to be considered, safety should be paramount.

The cost of the Florida derailment, not only in human lives and suffering, but in actual money would probably pay for installing a complete signal system on the line and cover maintenance costs as well.

Back in the early 1930s signaling was proclaimed to be a time saver, money saver and most importantly a means to provide safe operation of trains. That lesson should be re-learned by today's rail managements and the FRA.

Tom Bates



Each ring of growth is mute evidence of this monarch's success in meeting the test of time.

Kerite cable also withstands the obvious rigors of nature as well as unseen stresses of severe electrical service.

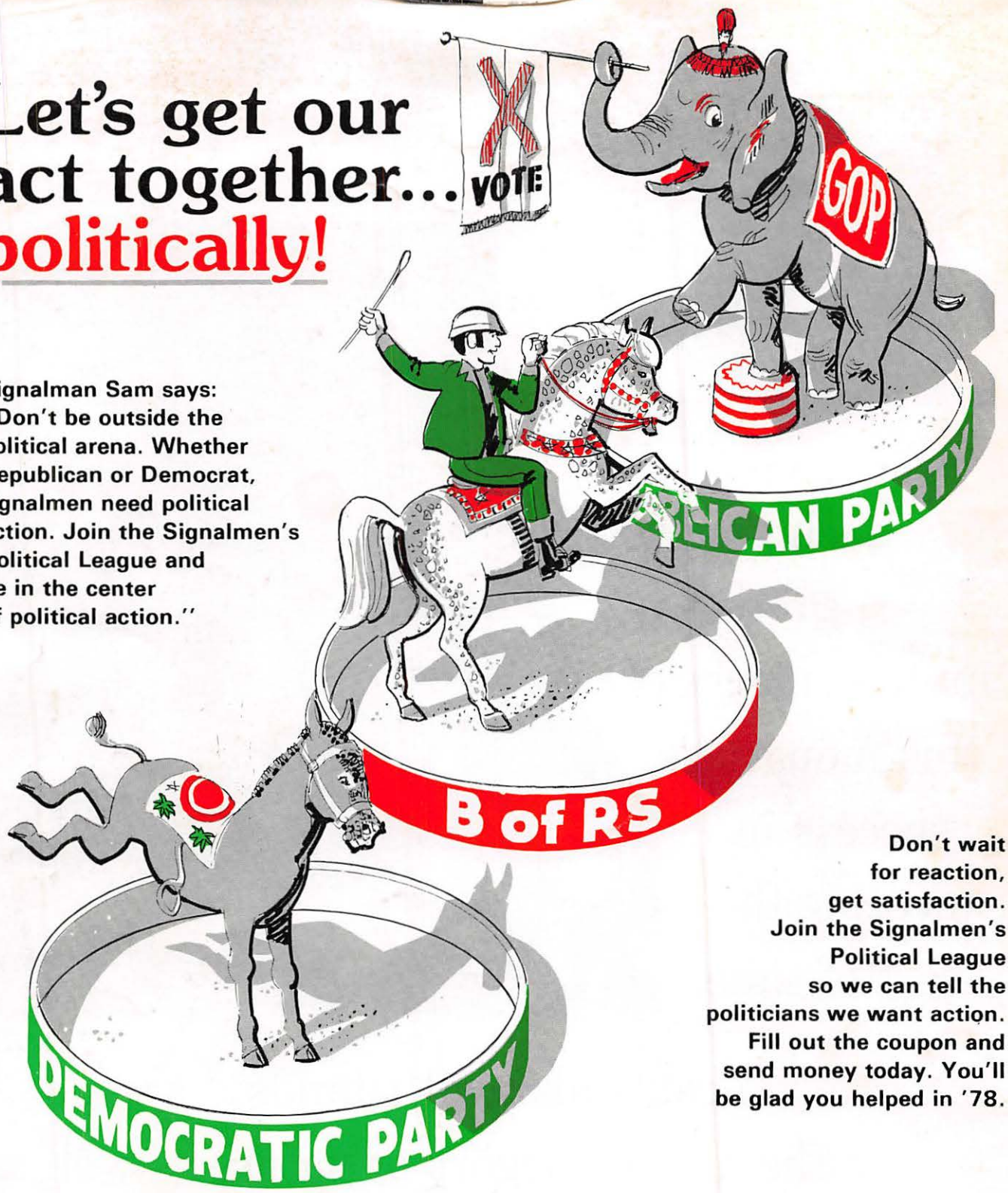
Specify Kerite and get the benefit of 116 years of proven performance.

The Kerite Company • Principal Offices: Boston; Chicago; New York; Philadelphia; San Francisco; and Seymour, Connecticut • Sales Representation throughout the United States. A subsidiary of Harvey Hubbell Incorporated.

MEMBER RPI Kerite

the cable that lasts... and lasts... and lasts...

Let's get our act together... politically!



Signalman Sam says: "Don't be outside the political arena. Whether Republican or Democrat, signalmen need political action. Join the Signalmen's Political League and be in the center of political action."

Don't wait for reaction, get satisfaction. Join the Signalmen's Political League so we can tell the politicians we want action. Fill out the coupon and send money today. You'll be glad you helped in '78.

To: W. D. Best, Treasurer, **Signalmen's Political League, 601 W. Golf Rd., Mt. Prospect, IL 60056.** Here is $2 or more to help SPL carry out its campaign for good government. (Please make check or money order payable to Signalmen's Political League.)

_____ **Active Member** _____ **Retired Member**

Name _____ **Certificate No.** _____

Address _____

City _____ **State** _____ **Zip Code** _____